

(ESTABLISHED 1881)

光緒三十一年十月廿九

大拜禮 號五廿月一十英港香

\$10 PER ANNUM  
SINGLE COPY - 50c

31118

## IV THE FIGHTING

1944-1945

**YOKOHAMA SPECIE BANK, LIMITED**  
**ESTABLISHED 1880.**  
**CAPITAL SUBSCRIBED** Yen 24,000,000  
**CAPITAL PAID UP** 18,000,000  
**CAPITAL UNCALLED**

*(Faint, illegible text from reverse side of page)*

RESERVE FUND \$9,400,000

**Head Office** — **YOKOHAMA**

*Branches and Agencies:*

|               |             |
|---------------|-------------|
| TOKIO         | HONOLULU    |
| YOKOHAMA      | SHANGHAI    |
| LYONS         | NEWCHANG    |
| SAN FRANCISCO | MOKO        |
| HOMBAY        | PORT ARTHUR |
| TIENTSIN      | CHIEFOO     |
| PEKING        | DALNY       |
| YOKO          | TSIA-LING   |
| LONDON        | OSAKA       |
| NEW YORK      |             |

**LONDON BANKERS:**  
**THE LONDON JOINT STOCK BANK, LD.**  
PARIS: **BAISSE**  
**THE UNION OF LONDON AND SMITHS BANK, LD.**

**HONGKONG BRANCH — INTEREST ALLOWED.**  
On Current Accounts at rate of 2 per cent.  
per annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

6

**If its power  
you want,**

**take  
BOVRIL**

**DRINK BOVRIL**

" 3 " 3 "

**TAKEKO TAKAMICHI,**  
Manager.

Hongkong, 25th September, 1905. [20

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**THE CHARTERED BANK OF INDIA**  
**AUSTRALIA AND CHINA.**

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INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS .....£800,000  
RESERVE FUND .....£875,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT AT THE Rate of 2 per cent. per  
annum on the Daily Balances.

57]

**"MINIMAX"**  
HAND  
**FIRE EXTINGUISHER**

**MINIMAX SYNDICATE, LIMITED.**  
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,  
ANTWERP, &c.

Fixed Deposits for 12 months. 4 per cent.  
 6 months 3 1/2 " "  
 3 months 3 " "  
 T. F. COCHRANE  
 Manager.  
 Hongkong, 18th May, 1905. [24]

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**INTERNATIONAL BANKING  
 CORPORATION.**  
 SOLE AGENTS OF THE UNITED STATES  
 IN CHINA, THE PHILIPPINE ISLANDS AND  
 THE REPUBLIC OF PANAMA.  
 CAPITAL AND SURPLUS  
 AUTHORIZED.....Gold \$10,000,000  
 CAPITAL PAID UP .....Gold \$ 3,250,000  
 RESERVE FUND .....Gold \$ 3,250,000

**F. BLACKHEAD & CO.,**  
**LOCAL AGENTS.**  
 The most effective of all Hand Fire Extinguishing Apparatus.  
**NO PUMPS, NO HOSE, NO NOZZLE, AUTOMATIC.**  
 Extinguishes Oil, Vermine, Kerosene Oil, Tar, Benzine.  
 Guaranteed to remain in working order for any length of time.  
**SIMPLEST HANDLING.**  
 Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.  
**IMPORTANT POINTS FOR CONSIDERATION.**  
**"MINIMAX"**  
 Is Self-acting.  
 Requires no tanks.  
 Can be used by anyone, even lady  
 or child.  
 Minimum of Price, Weight and Size.  
 Houghton, 10th May, 1907.

**HEAD OFFICE**  
**NEW YORK.**  
**LONDON OFFICE:**  
**THREADNEEDLE HOUSE, E.C.**  
**LONDON BANKERS:**  
**NATIONAL PROVINCIAL BANK OF**  
**ENGLAND, LIMITED,**  
**UNION OF LONDON AND**  
**BRITISH LINEN COMPANY BANK.**  
**BRANCHES AND AGENTS ALL OVER THE**  
**WORLD.**  
 The Corporation transacts every Description  
 of Banking and Exchange Business, ac-  
 ceives Money in Current Account and ac-  
 cepts Fixed Deposits at the following rates:—  
 For 12 months 4½ per cent. per annum.  
     6       "   4       "       "       "  
     3       "   3       "       "       "  
**H. PINCKNEY,**  
     Manager.  
 9, Queen's Road Central.  
 Hongkong, 10th September, 1905.

THE ORIENTAL CONSTRUCTION COMPANY.  
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,  
HONGKONG, SHANGHAI AND MANILA.  
SPECIALISTS  
IN  
RAILWAYS, MINES, WATER SUPPLIES,  
REINFORCED CONCRETE, CONCRETE PILES.  
ALEXANDRA BUILDINGS,  
HONGKONG.  
Hongkong, (24th July, 1905.)

ons.

# HONGKONG HOTEL.

## COATS

**(MITSUI & Co.**

OFFICE: 1, SURUGA-CHO, TOKYO.

**THE UNITED STORES,**  
GENERAL STOREKEEPERS, ARMY AND NA-  
VAL CONTRACTORS, WINES, CORDONS, COAL  
MERCHANTS.

Most respectfully beg to inform the Public that they have opened a store in the Colony at  
No. 92, Queen's Road Central,  
AND are prepared to accept all kinds of  
Orders, which will be attended to: at  
the shortest time, and earnestly  
to be favoured with the kind patronage  
of the Public.

PRICES VERY MODERATE.

Hongkong, 15th November, 1901.

**A. CHAZALON & CO**  
5, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS  
and PROVISIONS of all kinds.

# NAUGHT HOTEL

**"Princess" brand, the best**

ways a large assortment in stock

The oldest established EUROPEAN

BAKERS in the COLONY

reference - C. ON COLORED

Hongkong, 30th September 1905.

PLASMON BISCUITS

PLASMON BISCUITS

CONSUMERS TO KNOW: PLAS-

MON BISCUITS contain 20% of

plumum, and are most easily digested and

# OTEL, MACAO HC

**COLD STORAGE.**  
**E. HONGKONG ICE COMPANY**  
 LTD., have now 10,000 Cubic feet of  
 STORAGE Available at East Point.  
 will be Open at 10 A.M. and 4 P.M.  
 Monday accepted to receive and deliver  
 perishable goods.  
**W. PARLANE**  
 Manager.  
 Telephone 1121, 1122, 1123, 1124, 1125, 1126.

greater nourishment and sustenance than  
any other food. They are available in Weak  
and Strong, Travelling Crackers, Athletes and  
Children's Biscuits. **PLAMOR BISCUITS** are made in four  
flavors: Sweet, Tasty, Whipped and Celery.  
Sold by **H. RUTONIER**  
No. 1, Lamar Street, Houston,  
Tex. and 31 Elm Street, Lawrence,  
Mass.

**THE**

[illegible]

Hongkong, 30th November, 1905. [18

## MANAGER







## Intimations.

**WM. POWELL,  
LIMITED.**

**ALEXANDRA  
BUILDINGS,  
Des Voeux Road.**

**GOODS  
FOR  
LADIES'  
WEAR  
NOW ON SHOW**

In our fine  
LARGE WINDOW,  
COMPRISING:-

**TWEED & CLOTH  
COSTUMES.**

**AUTUMN**

**JACKETS.**

**GOLF CAPES,  
OPERA CAPES,  
FUR CAPES,  
STOLES,  
NECKLETS,  
JACKETS,  
and  
MUFFS.**

**BLOUSES,  
SHIRTS,  
and  
GOLF JERSEYS.**

**GLOVES,  
BELTS,**

**FEATHER  
STOLES,  
DRESS SKIRTS  
and  
UNDERSKIRTS.**

**NEWEST SILKS  
AND  
DRESS  
FABRICS.**

**SMART  
MILLINERY.**

All the above Goods have just  
arrived from Europe.

**PRICES MODERATE**

**Wm. POWELL, Ltd.,  
Alexandra Buildings,  
HONGKONG.**

Hongkong, 23rd November, 1905. [15]

## Auctions.

**PUBLIC AUCTION  
OF  
VALUABLE LEASEHOLD  
PROPERTY.**

situate at Victoria, in the Colony of Hongkong,  
and known as Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10,  
11, 12, and 13, Fuk Luk Lane, Nos. 100, 101,  
102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113,  
114, 115, 116, 117, 118, 119, 120, 121, 122,  
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992, 993, 994, 995, 996, 997, 998, 999, 1000.

TO BE SOLD  
BY  
PUBLIC AUCTION,  
in 6 Lots or otherwise as the Auctioneer shall  
declare  
ON  
WEDNESDAY,  
the 29th day of November, 1905, at 3 o'clock  
P.M., at his Sales Rooms, in Duddell Street,  
BY  
MR. GEO. P. LAMMERT,  
Auctioneer.

The following is the description of the property:-  
LOT 1.—All that piece or parcel of ground  
situate at Victoria in the Colony of Hongkong  
intended to be registered in the Land Office as  
Section B of Inland Lot No. 679 containing a  
frontage to Fuk Luk Lane of 96 feet or there-  
abouts and an area of 4,520 square feet as the  
same is held from the Crown for the residue of  
the term of 999 years from the 25th June 1861  
created by the Crown Lease of Inland Lot No. 679  
dated the 30th April 1888. Apportioned  
Annual Crown Rent \$38.34.  
PARTY WALL.—The wall on the Easternmost  
side of this Lot is a Party wall.  
HOUSES.—On this Lot or on some part or  
parts thereof are erected the substantial houses  
known as Nos. 7, 8, 9, 10, 11, 12 and 13, Fuk  
Luk Lane.  
LOT 2.—All that piece or parcel of ground  
situate at Victoria aforesaid intended to be  
registered in the Land Office as Section C  
of Inland Lot No. 679 containing a  
frontage to Fuk Luk Lane of 82 feet 4 inches  
or thereabouts and an area of 3,876 square feet  
as the same is held from the Crown for the  
residue of the above mentioned term of 999  
years. Apportioned annual Crown Rent \$24.30.  
PARTY WALLS.—The walls on the Eastern-  
most and Westernmost boundaries of this Lot  
are Party Walls.  
HOUSES.—On this Lot or on some part or  
parts thereof are erected the substantial houses  
known as Nos. 1, 2, 3, 4, 5 and 6, Fuk Luk  
Lane.  
LOT 3.—All that piece or parcel of ground  
situate at Victoria aforesaid intended to be  
registered in the Land Office as Section D  
of Inland Lot No. 679 containing a frontage to  
Third Street of 120 feet or thereabouts and an  
area of 5,396 square feet as the same is held  
from the Crown for the residue of the above  
mentioned term of 999 years. Apportioned  
annual Crown Rent \$33.83.  
PARTY WALLS.—The wall on the western-  
most side of this Lot is a Party wall. The  
wall on the East side of this Lot dividing the  
same from Section A of Inland Lot No. 679  
and which is of a length of 6 feet 7 inches  
is a Party wall. The wall on the South side  
of this Lot dividing the same from Section A  
of Inland Lot No. 679 and which is of a length of  
41 feet 8 inches is a Party wall.  
HOUSES.—On this Lot or on some part or  
parts thereof are erected the substantial houses  
known as Nos. 100, 101, 102, 103, 104, 105, 106, 107,  
108, 109, 110, 111, 112, 113, 114, 115, 116, 117,  
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948, 949, 950, 951, 952, 953, 954, 955, 956, 957,  
958, 959, 960, 961, 962, 963, 964, 965, 966, 967,  
968, 969, 970, 971, 972, 973, 974, 975, 976, 977,  
978, 979, 980, 981, 982, 983, 984, 985, 986, 987,  
988, 989, 990, 991, 992, 993, 994, 995, 996, 997,  
998, 999, 1000.

HOUSES.—On this Lot or on some part or  
parts thereof are erected the substantial houses  
known as Nos. 1, 2, 3, 4, 5 and 6, Fuk Luk  
Lane.

LOT 4.—All that piece or parcel of ground  
situate at Victoria aforesaid intended to be  
registered in the Land Office as Section E  
of Inland Lot No. 679 containing a  
frontage to Fuk Luk Lane of 117 feet 4 inches  
or thereabouts and an area of 6,191 square feet  
as the same is held from the Crown for the  
residue of the above mentioned term of 999  
years. Apportioned annual Crown Rent \$50.67.  
PARTY WALL.—The wall on the Eastern-  
most boundary of this Lot is a Party wall.  
HOUSES.—On this Lot or on some part or  
parts thereof are erected the substantial houses  
known as Nos. 113, 115, 117, 119, 121, 123, 125  
and 127, Third Street.

LOT 5.—All that piece or parcel of ground  
situate at Victoria aforesaid intended to be  
registered in the Land Office as Section F  
of Inland Lot No. 679 containing a  
frontage to Third Street of 117 feet 4 inches  
or thereabouts and an area of 6,191 square feet  
as the same is held from the Crown for the  
residue of the above mentioned term of 999  
years. Apportioned annual Crown Rent \$50.67.  
PARTY WALL.—The wall on the Eastern-  
most boundary of this Lot is a Party wall.  
HOUSES.—On this Lot or on some part or  
parts thereof are erected the substantial houses  
known as Nos. 113, 115, 117, 119, 121, 123, 125  
and 127, Third Street.

LOT 6.—All that piece or parcel of ground  
situate at Victoria aforesaid intended to be  
registered in the Land Office as Section G  
of Inland Lot No. 679 containing a  
frontage to Third Street of 117 feet 4 inches  
or thereabouts and an area of 6,191 square feet  
as the same is held from the Crown for the  
residue of the above mentioned term of 999  
years. Apportioned annual Crown Rent \$50.67.  
PARTY WALL.—The wall on the Eastern-  
most boundary of this Lot is a Party wall.  
HOUSES.—On this Lot or on some part or  
parts thereof are erected the substantial houses  
known as Nos. 113, 115, 117, 119, 121, 123, 125  
and 127, Third Street.

LOT 7.—All that piece or parcel of ground  
situate at Victoria aforesaid intended to be  
registered in the Land Office as Section H  
of Inland Lot No. 679 containing a  
frontage to Third Street of 117 feet 4 inches  
or thereabouts and an area of 6,191 square feet  
as the same is held from the Crown for the  
residue of the above mentioned term of 999  
years. Apportioned annual Crown Rent \$50.67.  
PARTY WALL.—The wall on the Eastern-  
most boundary of this Lot is a Party wall.  
HOUSES.—On this Lot or on some part or  
parts thereof are erected the substantial houses



## Intimations.



E

BLEND.

VERY OLD

LIQUEUR

SCOTCH

WHISKY.

Per Dozen - - \$16.50

A. S. WATSON &amp; CO.,

LIMITED.

WINE &amp; SPIRIT

MERCHANTS,

ALEXANDRA BUILDINGS.

Hongkong, 28th October, 1905.

\$16.00

WILL BUY A CASE

OR

GREGOR &amp; CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR &amp; Co.,

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

NOTICE.  
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 25, 1905.

## THE KING OF NORWAY.

To-day King Hakon VII., the newly-elected King of Norway, and Queen Maud, lately known to the world as Prince and Princess Charles of Denmark, made their public entry into Christiania, the capital of their new kingdom. King Charles is the second son of Prince Frederick, Crown Prince and heir-apparent to the throne of Denmark, whose father, the King of Denmark, is also the father of Queen Alexandra of England. The new King was born in 1872. His wife, who is his cousin, was Princess Maud, the youngest daughter of the King and Queen of England, and was born in 1869. They were married in 1896. This is the second occasion in modern times of a Prince of Denmark being elected to and accepting a foreign throne, the first being King Hakon's uncle, King George of Greece, formerly Prince George of Denmark. Within a week a month ago, an important dispatch was received at Copenhagen from the Norwegian Premier, M. Michaelsen, at Christiania, notifying the Danish Court that a full agreement had been reached by the members of the Norwegian Government on the advisability of prompt settlement of the throne question by a resolution of the Storting. The Danish Ministerial Council was immediately summoned, the Ministers sat for two hours, and it was announced on the morning of the 19th October that the Danish Court was ready to abandon the idea of a plebiscite, and that Prince Charles of Denmark was willing to accept the Crown of Norway when elected by a majority of the Storting. To-morrow is the birthday of Princess Charles of Denmark, the new Queen of Norway. Her Majesty to-day completes her thirty-sixth year, having been born, as stated, in 1869.

## LOCAL AND GENERAL.

INDO-CHINA shares are quoted Tls. 68½ buyers at Shanghai, according to Messrs. George's report of this forenoon.

THE exportation of arms and ammunition coastwise from the Colony is further prohibited for a period of six months from the 28th inst.

It is stated that all the hens which escaped from the Calabrian earthquake have entirely ceased laying. We hope that this dignified protest will have its effect on the Forces of Nature.

It is again reported that Tseng Kwang chuan will be appointed Minister to Belgium, while Li Shenglin will be appointed Chinese Minister to London after the latter has finished his mission round the powers to study things political and administrative.

MESSERS. Erich Georg & Co. write in their report of to-day's date that Luzon Sugar Co.'s shares have improved rapidly during the week, and up to \$20 per share has been paid, at which rate there are further buyers. The cause of this rise is a rumour that an American syndicate has made, or is about to make, an offer for the property at Malabon.

As will be seen from an advertisement appearing in another column, the Zorilla Musical Comedy Company have arranged to give another performance in the Theatre Royal on Monday night, which will positively be the company's last for the present season. A special programme has been arranged, introducing new "turns" for the whole strength of the company, and this last opportunity of seeing this popular troupe should not be missed.

REALISING the advantages of retaining in the Far East a stock of sturdy and energetic colonists, and at the same time desiring to reward veterans of the war, the Russian Ministries of the Interior and Agriculture have drafted a homesteading law, under which officers and soldiers are entitled to pre-empt free within two years, farms ranging from 135 acres with a bonus of \$50 for enlisted men, to 1,000 acres for the higher officers and a loan of from \$50 to \$2,500, and exemption from taxes for five years. The law will affect all the unoccupied lands in Siberia, a large amount of which is now valueless on account of the lack of communication, but which will be opened to settlement, if the railroad connecting the Trans-Caspian and Trans-Siberian systems, for which private companies are now seeking concessions, is built.

## THE MINISTERING CHILDREN'S LEAGUE.

## ANNUAL BAZAAR.

The annual bazaar, held under the auspices of the Ministering Children's League, took place to-day in the beautiful grounds of Government House, most kindly placed at the disposal of the League by His Excellency the Governor, Sir Matthew Nathan, for the first time.

Last year the bazaar was held a month earlier, in the Volunteer Parade Ground, but was unfortunately marred by a most unpleasant drizzle, necessitating the covering up of the dainty articles which should have been displayed, and the stalls presented all the appearance of a milliner's shop after the closing hour when none of the goods for sale are to be seen on account of the linen protectors. This year it was elected to hold the bazaar a month later with the prospective possibility of better weather; but by an unfortunate coincidence, the weather has turned out almost as unpromising as last year, though it is to be hoped that towards the end of the day conditions may improve, and the result of the fête be such as to show a handsome collection for the deserving charities which are to be benefited by the day's proceeds of sales and the admission money for the performances this afternoon.

The stalls were most tastefully arranged, the articles being set out to the best advantage to tempt the dollars from the pockets of the visitors to the coffers of the League, and in view of the doubtful weather conditions were arranged under the arcade at the side of the house instead of, as heretofore, in the open air.

The stall holders were:

Stall 1. Fancy goods, flowers and ferns; Mrs. Swan and Mrs. Latteson;  
Stall 2. Fancy articles: Mrs. Rout, Mrs. McIntyre, Mrs. Pierpont, and Miss Vaustone;  
Stall 3. Pincushions: Miss Lilly Rich, and the members of the League;  
Stall 4. Sweetmeats and nibbons: Mrs. Jones-Hughes, Misses Loureiro, and Misses Seth.

Stall 5. Dolls and Toys: Mrs. M. J. D. Stephens, Miss Cocker, Miss M. Loureiro, and Miss M. Berkeley;  
Stall 6. Refreshments: Mrs. Dickson, Misses Berkeley, Misses Hooper, Mrs. Grimble, Mrs. Slade, Mrs. Marcus Slade, Misses Rodger, Mrs. Pinckney, Miss Wilkinson, Miss Barnes-Lawrence and Mrs. F. Paget Hett.

Stall 7. Ice creams and cakes: Mrs. Koch and Miss Blair.  
The refreshments were served under a marquee erected on the lawn, and which was, together with all chairs, flags, crockery, glass, plate and napery, very kindly provided by His Excellency the Governor, leaving the ladies of the League, of which Mrs. Barnes-Lawrence is the President, nothing to do but to provide and sell the stock on the stalls.

During the afternoon, by kind permission of Colonel Filton, P.O., and officers, the popular Band of the Royal West Kents played an excellent selection of music, which added considerably to the liveliness of the proceedings. At 5 p.m., a concert took place in the ball-room which had been tastefully draped for the occasion, with flags of all nations and adorned with palms.

The following was the programme:—

1—Song....."Beauty's Eyes".....Tosti  
Mr. Grace.  
2—Violin Solo....."Menuetto".....Mozart  
Mr. Joki.  
3—Song....."Who'll buy my Laveador" German  
Mrs. Baderley.  
4—Piano Solo....."Autonne".....Chaminade  
Mr. Denman Fuller.  
5—Song....."Hush Me, O Sorrow".....Lord  
Henry Somerset  
Mr. Kruger.

6—Song....."Nirvana".....Stephen Adams  
Mr. Lammert.  
The concert was followed by a short comedy entitled—"My Lord in Livery," of which the following was the cast:—

CHARACTERS:  
Lord Thirlmere (H.M.S. "Phlegelton").....Mr. Anderson  
Spiggott (an old family Butler).....Mr. M. H. Kendall  
Hopkins (a Footman).....Mr. F. C. Kendall  
Robert (small Page).....Master Willie Hunt  
Sybil Amberley (daughter of Sir George Amberley).....Mrs. Painter  
Laura } (her Friends).....Miss Blair  
Rose }.....Miss Berkeley

The scenery was kindly lent by the R.E. Variety Club.

The concert and comedy were given too late for criticism in this issue. While these were going on, the youngsters were enjoying themselves outside in a novel way by riding on a switchback railway at five cents a ride, while a number of pretty little girls, daintily dressed, charmed the dollars into their pockets from all sides in exchange for buttonholes, some gentlemen even being cajoled into purchasing, and wearing, two and even more of these floral adornments.

In every way the Bazaar appeared to be a great success, and in view of the great substantial assistance mentioned as provided by His Excellency the Governor, when the accounts come to be made up, there should be a considerable balance in favour of the Ministering Children's League for which the ladies and children, headed by their President, Mrs. Barnes-Lawrence, have worked so hard, so well, and so creditably.

## THE WEATHER.

The following report is from Mr. F. G. Figs, First Assistant of the Hongkong Observatory:—  
On the 25th at 12.5 a. The barometer has fallen slightly over N. China, and risen a little over Formosa and the Philippines.  
Pressure is highest over China to the North of the Yangtze. It is low probably over the Pacific to the South of Japan.  
Gradients are slight to moderate.

Fresh monsoon may be expected in the Formosa Channel and moderate monsoon over the N. part of the China Sea.  
Forecast:—moderate N.E. winds; fair, cloudy. The Japanese return are not yet to hand.

## A RUSSIAN CRUISER.

## IN PORT.

The first of the Russian warships to arrive in port since the outbreak of the war with Japan in February of last year is the cruiser *Almas* which came in from Tsingtau to-day, which port she left on the 21st inst. The *Almas* is a cruiser of 3,000 tons, and is commanded by Capt. Ougumoff. She was a unit of the notorious Baltic Squadron under Admiral Rodjevitsensky, and took part in the fight at the fateful battle of the Sea of Japan on the 27th May last. In his seventh report to the naval headquarters in Japan, on the result of that history-making encounter, the gallant Commander-in-Chief wrote that "The *Aurora* and the *Almas* were suspected to have been sunk during the torpedo attack on the night of the 27th May." It subsequently transpired that the *Almas* escaped unscathed to the German port in the north, while the *Aurora* limped into Manila bay in a damaged condition a few days later. Both these vessels were interned until the conclusion and ratification of peace, when they were released.

This afternoon the *Almas* saluted the port with twenty-one guns, which compliment was promptly returned by the shore battery. Then similar courtesy was exchanged between the Russian vessel and the Commodore of the port (Com. J. P. Williams), eleven guns being fired by the *Almas* and the *Timar*, respectively.

## RE-ORGANISING CHINA'S NAVY.

H.E. Viceroy Yuan Shih-kai has received a telegram from H. E. Viceroy Chou Fu regarding the adopting of the joint proposals of Messrs. Taylor and Basse in connection with the re-organization of the Pei-yang and Nan-yang squadrons as follows:—

1.—The Viceroy Yuan Shih-kai and Chou Fu have now issued instructions to the Directors of the Naval Defence offices at Tientsin and Nan-king respectively commanding them to draw up a detailed list of the annual expenditure of the Pei-yang and Nan-yang squadrons for their Excellencies' information with a view to, jointly deposit, at least, Tls. 1,000,000 in a reliable bank at Shanghai for meeting the expenditure of the Pei-yang and Nan-yang squadrons as suggested by Messrs. Taylor and Basse.

2.—Vice-Admiral Sha Chen-ping, commander-in-chief of the two squadrons, has now been instructed by the before-mentioned two Viceroys to immediately put the second proposal into force, i.e., to draw up a fixed routine to time for the officers, midshipmen and all others to perform their daily duties on board of the various warships and for training purposes.

3.—The cruiser *Kin-tsing* will be used as a training ship for the students of the naval college at Nanking after repair, while the cruiser *Pao-min* will be employed as a transport and the cruiser *Nan-sheng* will still be serviceable after the completion of its renovation, because it is too good to be converted into a naval hulk for the ships of the two squadrons.

4.—Foreign naval experts will be engaged for training purposes on some future date, when certain reforms have been introduced into the two squadrons.

5.—The director of the naval college at Nanking has been instructed by H.E. Viceroy Chou Fu to enlist a class of preparatory pupils for learning those primary modern naval subjects in both navigation and engineering. The Director will also carefully consider the proposal of Messrs. Taylor and Basse regarding the establishment of special preparatory naval schools at Tientsin and Nanking, and report for instructions.

6.—Messrs. Taylor and Basse have been praised by their Excellencies for the proposal about the not giving of too much power to foreign employees so as to avoid disputes. With regard to their recommendation of Captain Cheng Pi-kuang, lately commander of the wrecked cruiser *Haitien* of the Pei-yang squadron, for re-employment in the Imperial Navy of China, on account of his knowledge in modern naval affairs, the Commander-in-chief of the two squadrons has been instructed by H.E. Viceroy Yuan Shih-kai to report the conduct and present condition of the captain in question for orders.

7.—Mr. Nelson, instructor on the Training ship *Tung-chi*, of the Pei-yang squadron, will not be appointed Head Master of the Navigation branch, but retained for the same duty. And that an experienced foreign Engineer will be engaged to act as Head Master of the Engineering Branch of the Naval College at Nanking again, when funds permit, in future. Regarding employment of a Chinese-speaking foreign Naval expert to act as Head Master of the Navigation Branch of the same college, their Excellencies are of opinion that as all the students in the first class can speak English it is not necessary for the instructor to use Chinese to teach them. If so then the students have no opportunity to exercise their speaking of the English language while in the college.

Admiral Sha has been instructed to carefully confer with Mr. Taylor who has now been selected as Hsi-Chun Ying-Wu Chu by H.E. Chou Fu, under Imperial sanction, about the drawing up of a fixed daily routine of time and lessons for the training of the officers, and all others on board of the various warships and the introducing of other necessary reforms, into the two squadrons at all times with the view of reorganizing the Imperial Navy of China.—Tientsin Hsin-Wen Pao.

IN the early hours of this morning the water police patrolling the harbour, when near Lai-chi-ko observed a big box floating in the water, and this they secured and towed ashore. Upon opening the box, to investigate the contents it was found to contain the dead body of an Indian. An examination showed there were no signs of violence nor any signs to point to foul play, but at the same time there was nothing to show the reason for the whereabouts of the box and its contents. The matter is under investigation.

## THE STRIPPER AND THE CONSTABLE.

Remanded from yesterday the case in which the captain of the *Marcellus* was charged with disorderly conduct, and assaulting P. C. 50 Bowland, was resumed this morning before Mr. F. A. Hazeland. Mr. F. Paget Hett, of Messrs. Brutton, Hett and Goldring, appeared to defend.

Captain Majer, re-called, repeated his evidence given yesterday, in which he contradicted the evidence of the constable. Witness said he did not know the defendant but hearing him say "Gentlemen, gentlemen, I am a foreigner, what is he going to do with me?" witness spoke to the constable and asked his reason for treating the gentleman in that manner. All the time the constable was holding defendant by the collar, and nearly choking him, and appeared to be trying to force him to fall down in order to make it appear that defendant was more drunk than he was. Witness stood by and saw the constable's treatment of the defendant, and he noticed that there was a considerable amount of dissatisfaction expressed by the crowd at the constable's treatment of the defendant.

Mr. A. M. Soares, a merchant, said that about 5 p.m. on the 22nd inst. he was in Wyndham Street, with another gentleman, just above Pelham House. He saw the defendant and the constable, and the latter was holding the defendant by the collar, and was very rough in his usage of him. Witness heard defendant say he was quite willing to go up to the station if the constable would get him a chair. Defendant appeared to be in an exhausted and excitable condition. There was a chair passing by, and witness asked the constable to allow defendant to take a chair as he was exhausted. The constable said witness had no right to interfere with him in his duty.

His Worship: The constable was quite right to say that.

Witness, continuing, said the constable then said to him, "I will arrest you," in a very insolent manner. Defendant took his hat off, and the constable knocked it on to the ground.

Mr. Rosa Pereira, an assistant in the office of the Toyo Kisen Kaisha, said he was with last witness, and proceeded to give evidence corroborative of the last witness, and said the constable deliberately knocked down defendant's hat.

Mr. Karl Holstoft, clerk in the office of the German Consulate-General, said he saw the constable with defendant, on the 22nd inst., at about 5 p.m., near the German Consulate. He heard a whistle and looked out of the window and he heard defendant say, "I don't want to go any further; there is my consul's office and I want to see him." There were several chairs close by. When witness arrived on the spot the constable was holding the defendant by his coat, and he saw some of the buttons of his vest had been torn off. Defendant was very tired, exhausted, and excited. He seemed to have had a few drinks, but was not drunk at all. Witness went up to the Police Station with him, after Mr. Bouchier put him in a chair, and defendant was charged and bailed out. In the charge room he was very excited, but not disorderly. The inspector said: "You are charged with being drunk," and defendant said "I am not," and the inspector said "I can smell it!" He did not hear the defendant call the constable the names attributed to him. He was in the charge room all the time. Defendant did say "liar" once or twice. Witness tried to pacify him, but he was only excited against the constable. He heard the inspector say to the defendant: "You are in a police station and must not use that language." The inspector said to witness: "I will let him out on bail, if you will undertake to look after him," and witness agreed to do so. He understood that that meant that he was to pacify the defendant from his excitement, and he took him to the German Tavern, and asked Mr. Wissing, the proprietor, to look after him.

Addressing the Court, Mr. Hett said that as regarded the language mentioned in evidence he would point out that he was not charged with using abusive and insulting language, and reviewed the evidence of the complaint, and said it was all no doubt interested. For the defence the witnesses had come forward voluntarily, and not at the request either of himself or the defendant, but had done so as being good and peaceful citizens, having the orderly government of the Colony at heart. As regards the charge of being drunk, the constable had said that he offered to let the man go if he paid the men. Now, if the defendant was drunk the constable would not be likely to let him go into the street among all the traffic, and continually passing of the tram cars. Pointing out the dimensions of the defendant, Mr. Hett said it was unreasonable to expect him to walk all the way up the hill to the Police Station. As regards the assault, either the constable had grossly perjured himself, or the witnesses for the defence had voluntarily come up to the Court, and for no reason whatever perjured themselves. It was for the Court to decide. The constable had said that all the way from the hotel to the Station no one spoke to him—that was satisfactorily contradicted by independent witnesses.

As to the demeanour of the constable in the box, no doubt it struck His Worship, as it did him, that the constable was entirely wanting in that tact and discretion, which usually characterized the European constables and the Police Force generally, and no doubt the European members of the Force would be gratified if he were, at least, reprimanded. Defendant was a ship's captain, and the constable had been a seaman, and without suggesting that he had ever been on defendant's ship and badly treated, it was most significant that when asked what he had been before he became a constable five months ago, he most insolently refused to answer that question, and finally reluctantly admitted that he had been a seaman, which there was nothing to be attained of—seaman were mostly

fine fellows, and why, with the disgrace the fact? Then as regards the offer to let defendant go—it was shown, according to the constable's evidence, that that offer had been made after he was supposed to have been drunk, and that we have the spectacle of a European policeman being publicly assaulted while in the execution of his duty, and yet offering to let a drunken man go free if he pays some small amount of duty to others—a most remarkable constable! "I submit, your Worship," concluded Mr. Hett, "that the constable has deliberately perjured himself, and I ask your Worship to direct the defendant's discharge." His Worship said he accepted Inspector Warnock's evidence, and there was no doubt defendant had been disorderly in attempting to strike the bar boy and refusing to pay for his drinks, and therefore he must have been drunk, or a man in his position would not have behaved so. As to the assault there was no doubt that defendant did assault the constable, though the assault was a very slight one. He would therefore deal very leniently with defendant and inflict a fine of \$15 or one month

## TUFF TOPICS.

Speaking as a subscriber to the Coffee Book and usually apart interested owner, in a subscription griffin, I must confess that things pony-wise are for the present deadly dull. No subscription griffin have yet arrived from the North, in fact, none so far have been selected for this Colony, and no one seems to have made inquiries as to whether or no the Shanghai folks will be able to fill our order.

Last year, by this time, the course in the morning was a scene of animation; over forty ponies were at work and quite a number were being got ready for the St. Andrew's Stakes.

Griffins are not only very scarce, but also very dear; for nothing with any sign of shape can be purchased in the rough for less than three to four hundred taels each. It can well be imagined, when, on reading a northern paper of a recent date we learn that three grays which had lately arrived at that port were promptly selected and 2,000 taels plunked down for them.

I also notice by the same paper that 168 griffins had arrived at Shanghai, and the Tientsin and also the Amoy people, who up to the present had been despairing of even holding a race meeting owing to the non-arrival of the ponies, have now received theirs, so that we shall probably get our griffins, but very late.

A few ponies are at work on the race course in the early mornings, amongst which I noticed Highland Laird, Highland Man, and Banan, and I must say all look very fit and well. Evidently the Hongkong summer and work given judiciously, such as the small gymkhana meetings, tend to keep ponies in good condition.

A fine moving pony and a big handsome one, at that is Black Cherry, who, I understand, is the property of Mr. Gegg. This animal in Tientsin did a phenomenal training gallop, but has since been the victim of a bad accident. At present he is perfectly sound and if he can only be brought to the post in good condition, he should make things "bus."

Grafton, the old mud link, also puts in his daily appearance, and so does Alamo, with our coming look in the saddle.

Alladin, the game old stayer, is under a cloud, and I hope to see him soon on the paddock, and should the going be soft, he will give other owners a deal of anxiety.

With regard to old ponies coming from Shanghai, rumour has it that Rajah, the Tientsin crack, is expected here. He has a good reputation, and should he be entered for the coming meeting he will give his rivals a good bit of work.

## THE RIDING BOY.

## SANITARY BOARD.

A meeting of the Sanitary Board will be held on Tuesday next at 4.15 p.m. Following are the orders of the day:—

1. Application for permission to erect a latrine and bath-room on the roof of No. 48 Bonham Strand West.
2. Letter from the Spanish Procuration with reference to re-concreting the ground surfaces of Nos. 283 and 285, Des Vaux Road West.
3. Application for a modification of the requirements of section 180 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 63 and 83, Ke Shing Street.
4. Correspondence respecting the ground surfaces of certain houses in Aberdeen, Staunton and Elgin Streets.
5. Application for a licence to sell fruit at No. 54 Reclamation Street, Yau-mai.
6. Application for a licence to sell pork at No. 53 Station Street, Mong Kok.
7. Application for a licence to sell pork at No. 2, Sai Wan Po.
8. Mortality statistics for the week ending 26th October, 4th and 11th November, 1905.
9. Limestone return for the fortnight ending 21st November, 1905.
10. Rat return for the fortnight ending 15th November, 1905.

## SHIPPING AND MAILS.

## MAILS DUE.

American (*America Maru*) 27th inst.  
Australian (*Tindin*) 28th inst., at daylight.  
Indian (*Lightning*) 28th inst.  
French (*Armand Belin*) 29th inst.  
Indian (*Lulung*) 4th prox.  
Australian (*Changhaik*) 4th prox.

The *s.s. Zafro* left Manila on 25th inst., at 11 a.m., and is due here on Monday, at 3 p.m.  
The *P. M. S. Co.'s s.s. Alro* sailed from Tacoma on 1st inst., and is expected to arrive on 10th prox.

The *C. P. R. Co.'s s.s. Empress of India* left Yokohama on 24th inst., for Victoria and Vancouver.

The *M. M. Co.'s s.s. Armand Belin*, with the French mail, will leave Saigon on 24th inst., at 4 p.m., for this port.  
The *H. A. L. Co.'s s.s. Siam*, from Hongkong, left Singapore for this port on 24th inst., and may be expected here on 28th inst.  
The *S. S. Co.'s s.s. Alro*, from Hongkong, arrived at Hongkong on 24th inst.











## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

| FOR                   | STEAMERS     | TO SAIL        |
|-----------------------|--------------|----------------|
| GLASGOW and LIVERPOOL | "OANFA"      | 27th November. |
| GLASGOW and LIVERPOOL | "AJAX"       | 5th December.  |
| GLASGOW and LIVERPOOL | "IDOMEUS"    | 12th "         |
| GLASGOW and LIVERPOOL | "STENTOR"    | 19th "         |
| GLASGOW and LIVERPOOL | "KANCHOW"    | 26th "         |
| GLASGOW and LIVERPOOL | "TELEMACHUS" | 29th "         |
| GLASGOW and LIVERPOOL | "PYRRHUS"    | 2nd January.   |
| GLASGOW and LIVERPOOL | "PAK LING"   | 2nd "          |
| GLASGOW and LIVERPOOL | "SAINT BEDE" | 2nd "          |
| GLASGOW and LIVERPOOL | "PATROCLUS"  | 9th "          |

S.S. "Oanfa" left Singapore at daylight on 10th inst., and is due here on the 27th.

## HOMeward.

| FOR                         | STEAMERS   | TO SAIL       |
|-----------------------------|------------|---------------|
| LONDON, AMSTERDAM & ANTWERP | "DEUCLION" | 5th December. |
| AMSTERDAM, LONDON & ANTWERP | "HECTOR"   | 12th "        |
| GENOA, MARSEILLES & L'POOL  | "GLAUCUS"  | 19th "        |
| AMSTERDAM, LONDON & ANTWERP | "TYDEUS"   | 26th "        |
| AMSTERDAM, LONDON & ANTWERP | "IDOMEUS"  | 16th "        |

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

| FOR                                    | STEAMERS | TO SAIL       |
|----------------------------------------|----------|---------------|
| VICTORIA, SEATTLE, TACOMA, and "OANFA" |          | 1st December. |
| PACIFIC COAST PORTS, and "TELEMACHUS"  |          | 1st January.  |

## WESTWARD.

| FROM                                  | STEAMERS | DUE            |
|---------------------------------------|----------|----------------|
| TACOMA, SEATTLE, VICTORIA and "JASON" |          | 30th November. |
| PACIFIC COAST and "TYDEUS"            |          | 26th December. |

For Freight, apply to

BUTTERFIELD & SWIRE,

Hongkong, 23rd November, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

|                                                                                                                 |             |                |
|-----------------------------------------------------------------------------------------------------------------|-------------|----------------|
| MANILA                                                                                                          | "TAMING"    | 28th November. |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE. | "TSINAN"    | 29th "         |
| NINGPO AND SHANGHAI                                                                                             | "SHAORHING" | 29th "         |

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which is fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 25th November, 1905.

AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain.    | For             | Sailing Dates.               |
|------------|-------|-------------|-----------------|------------------------------|
| ZAFIRO     | 2540  | R. Rodger   | MANILA VIA AMOY | FRIDAY, 1st Dec., at 4 A.M.  |
| KUBI       | 2540  | A. H. Noley | MANILA          | SATURDAY, 9th Dec., at Noon. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 25th November, 1905.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

| Steamship | About                  |
|-----------|------------------------|
| "INDRANI" | FRIDAY, 15th December. |

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

Hongkong, 23rd October, 1905.

General Agents.

## NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour—

Celtic Chief, British ship, Captain John Jones—Standard Oil Co.

B. Q. CHEONG,  
STATIONER AND PAPER MERCHANT,  
No. 20, Pottinger Street.

Has always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclopedia and Elmsa Duplicator.  
Hongkong, 23rd February, 1905.

## Shipping—Steamers.

HONGKONG—MACAO LINE.

S.S. "WING CHAI"  
Captain T. AUSIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 3.30 P.M. if tide permits.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents. Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents; Return, 50 cents; Steerage, 10 cents. Breakfast, 1st and 2nd Class, can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$1.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 9th October, 1905.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.

"KWONG TUNG" 1,438 H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4

Meals ..... \$2 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 23rd August, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

| For                          | Steamship   | On                           |
|------------------------------|-------------|------------------------------|
| SINGAPORE, PENANG & CALCUTTA | "KUTSANG"   | TUESDAY, 28th Nov., 3 P.M.   |
| SHANGHAI VIA NINGPO          | "TUNGSHING" | TUESDAY, 28th Nov., 4 P.M.   |
| SHANGHAI VIA FOCHOW          | "ESANG"     | WEDNESDAY, 29th Nov., 3 P.M. |
| MANILA                       | "LOONGSANG" | FRIDAY, 1st Dec., 4 P.M.     |

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Hongkong, 25th November, 1905.

General Managers.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA.

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship   | Tons  | Captain    | To Sail at Daylight on |
|-------------|-------|------------|------------------------|
| "ARAGONIA"  | 5,198 | Ernst      | Early in December.     |
| "NICOMEDIA" | 4,370 | Wagemann   | December 22nd.         |
| "NUMANTIA"  | 4,370 | Feldmann   | January 7th, 1906.     |
| "ARABIA"    | 4,483 | Melzenthin | January 31st.          |

The S.S. "Aragonia" left Astoria on the 5th inst., and is due to arrive here on or about the 14th proximo.

The S.S. "Nicomedia" left Astoria on the 14th inst., and is due to arrive here on or about the 14th proximo.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

TOYO KISEN KAISHA,  
SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and South American Ports.

THE Company's Chartered Steamship

"GLENFARG" of 5,600 tons, will be despatched for CALLAO and IQUIQUE via JAPAN PORTS, on or about TUESDAY, December 5th, 1905, at Noon.

For further information as to Freight and Passage, apply to

K. MATSUDA,  
Manager,  
York Building,  
Hongkong, 17th November, 1905.

FOR SAN FRANCISCO via KOBÉ AND YOKOHAMA.

THE Steamship

"OTTA,"

Captain Lenchansen, will be despatched as above, on TUESDAY, the 5th December, at 5 P.M.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,  
Agents, The Tweedie Trading Co.  
Hongkong, 21st November, 1905.

FOR SAN FRANCISCO.

THE Steamship

"DAKOTAH,"

Captain Ross, will be despatched for the above Port, on or about TUESDAY, the 16th January, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 21st November, 1905.

## FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR."

Captain Webster, will be despatched for the above Ports, on or about the 29th inst.

For Freight, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 22nd November, 1905.

1144

1145

## Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

REGULAR SERVICE.

HONGKONG—VLADIVOSTOK.

(CALLING AT NAGASAKI).

Next Sailing

THE Steamship

"ITHAKA,"

Captain Eckhorn, 28th of November.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 22nd November, 1905.

1076

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC."

Captain Guionnet, will be despatched as above, on or about WEDNESDAY, the 29th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,  
Agent.

Hongkong, 25th November, 1905.

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## NOTICES OF FIRMS.

THE EQUITABLE LIFE ASSURANCE

SOCIETY OF THE UNITED STATES.

I HAVE this day appointed Messrs. SHE-

WAN, TOMES & Co., GENERAL

MANAGERS for Hongkong for the above

Society, in the place of Mr. F. KIENE, whose

engagement has been terminated.

J. T. HAMILTON,  
General Manager for the East.

Hongkong, 14th November, 1905.

1119

OCEAN ACCIDENT AND GUARANTEE

CORPORATION, LTD.

Head Office: Moorgate St., London.

I HAVE this day appointed Messrs. SHE-

WAN, TOMES & Co., AGENTS for the

above Corporation, in place of Mr. F. KIENE,

whose engagement has been terminated.

J. T. HAMILTON,  
Manager for the East.

Hongkong, 14th November, 1905.

1120

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

and/or extra hazardous Godowns of the Hong-

kong and Kowloon Wharf and Godown Com-

pany, Limited, Kowloon, whence delivery may

be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 11 A.M.,

10-DAY.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

undelivered after 28th inst. will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on TUESDAY, 28th inst., at

9.30 A.M.

All Claims must reach us before the 4th of

December, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 23rd November, 1905.

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NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD."

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the hazardous

and/or extra hazardous Godowns of the Hong-

kong and Kowloon Wharf and Godown Com-

pany, Limited, Kowloon, whence delivery may

be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 4 P.M.,

10-DAY.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

undelivered after the 27th inst. will be subject



## THE DECADE OF DEPORTMENT.

BY A CAUTIOUS MAN.

From the day when the "new woman" first appeared upon the horizon, girls took to playing hockey and cricket instead of working at needle and embroidery, the art of feminine grace, both in manners and movement, has slowly but surely died. "Daughter of Asah," the *Express* has called the modern woman, but not a graceful daughter certainly.

Never has there been such a craze as at the present time for physical culture, Swedish exercises, and other methods of improving the figure, and yet surely never has the great bulk of the female population of the United Kingdom been so remarkable for lack of grace. They may have gained in physical strength, in health, in stature, and in freedom, but that they have become more graceful even their wildest admirer could not maintain.

The average girl of to-day is tall enough to outstep her father and brothers, and she is flat and ungainly. Her waist is flat, and her hips are flatter; her shoulders are square, her muscles hard, and she plants her feet flat and firmly on the ground, and walks with a stride. Gone altogether are the champagne-bottle shoulders, the delicate lines and the feminine curves which distinguished the woman of a century ago, and no one can deny that, although athletics and exercise may possibly have improved the general health and done away with a good deal of the nervous afflictions from which women suffered then, they have undoubtedly tended to destroy entirely the soft natural outlines and curves which essentially form the great beauty of a woman's figure.

## THE GRACEFUL WALK.

And in spite of the amount of time that many women devote to athletics and physical culture, in spite of the disappearance of the wasp waist and the tiny shoe, it is quite the exception to see a woman walk either well or gracefully.

They stride, they waddle, they squirm, they mince, and they strut, but not one in twenty walks. The majority of them propel themselves along from their shoulders instead of their hips; and if they hold themselves erect, they do so with their backs set in a rigid position, as if they were encased in a steel frame, and would fall to pieces the moment it was released. The light, springing step, the easy poise of the whole figure which is erect yet not rigid, and the well-set head which marks the Spanish woman, the Australian, and sometimes the American is seldom seen. Americans, by the way, are apt to exaggerate the erect position until they look as if they were afraid to move; but among the girls of the Western States natural grace is often a very noticeable attribute.

Not so many decades ago "deportment" was one of the things taught in every schoolroom. It was regarded as an essential part of the properly-brought-up girl's education, that she should learn how to walk correctly, how to step in or out of a carriage, how to bow, how to receive her guests, how to enter or leave a room, and to set or stand gracefully.

## GYMNASTICS NOT DEPORTMENT.

But freedom and athletics have changed all this. Instead of deportment we have physical culture and gymnastics, and the manners of the hockey field and the golf course are good enough for the drawing room. Girls flounce or rush into a room, fling themselves about in awkward, inelegant attitudes, and despise anything that savours of a cultivated manner.

Gone are the days of the "great lady" of gracious, gentle manners and soft, cultured voice. Instead we have strong, athletic young women with loud, strident voices, boisterous and abrupt manners, and well-developed muscles. Does anyone seriously think that the change is for the better? If they must be athletic, is it not possible for them to be feminine? Need they copy all the worst and most objectionable attributes of the male without being able to attain to some of his good points?

The art of bowing gracefully to an acquaintance, too, once the great test of a woman's social standing, is now relegated to the back kitchen. The modern woman greets her friends with a nod or jerk of her head and an off-hand salutation, while to those whom she does not deem worth to be included in the list of her intimates she vouchsafes a slight drop of her eyelids. As to the unfortunate whom she looks upon as inferior in wealth or social standing they are regarded with a cold stare and are metaphorically walked over. Yet in the teaching of olden days courtesy and grace of manner to those in a lower walk of life were other essential attributes of the gentle woman.

## TO CONSCIOUS OF CLOTHES.

To return to the question of walking gracefully, the modern Englishwoman is too unconsciously conscious of her clothes to be naturally graceful. Her idea of smartness is usually a bang about herself as many superfluous articles in the way of ruffles, chains, and founces as she can possibly stow about her under the weight and management of which it would be impossible for Venus herself to be anything but awkward, and she moves with an aggressive, rude, being apparently unable to forget the fact that her garments are of the newest and most expensive variety. To attract attention by her personality and not merely by her clothes is an art not yet mastered by the Englishwoman.

To hold a dress up gracefully is a difficult and unsolved problem to most women. Some of them grasp one side of it firmly, allowing the other to trail along the ground, or bolt it up round their waists, exhibiting a liberal amount of bunched underdirt and open-work stockings, even on perfectly dry pavements, or, as in the case with most of the summer gowns this year, they grasp with both hands as many yards of material as they can possibly hold, and wriggle along as best they can under the circumstances, apparently utterly regardless of the ridiculous and awkward picture they present to the onlooker.

It is only necessary for an unprejudiced observer to see, for one day the various women to be seen in the London parks and West End thoroughfares, and criticize the manners and carriage of the majority of them whether indoors or out to realize the truth of the statement that the art of being gracefully, easily, and spontaneously graceful in manners and movements is with few exceptions, an art that is England as the Queen Elizabeth rule and the misce. "Daily Express."

## Shipping.

| Arrivals                                              | From                                           | Agents                 | Date      |
|-------------------------------------------------------|------------------------------------------------|------------------------|-----------|
| Formosa, Br. s.s. 2,516, B. H. W. Snow, 24th Nov.     | London 11th Oct. and Singapore 19th Nov.       | Gen. P. & O. S. N. Co. | 24th Nov. |
| Helena, Ger. s.s. 771, J. Jessen, 24th Nov.           | Tourane via Hobart 23rd Nov. and Gen. J. & Co. |                        | 24th Nov. |
| Signal, Ger. s.s. 907, A. Banden, 24th Nov.           | Hankow 14th Nov. and Gen. J. & Co.             |                        | 24th Nov. |
| Royalist, Br. s.s. 2,080, W. A. Scott, 24th Nov.      | Hongkong 21st Nov. and Gen. J. & Co.           |                        | 24th Nov. |
| Elita, Norw. s.s. 1,161, W. Larsen, 25th Nov.         | Cheloo 19th Nov. and Gen. J. & Co.             |                        | 25th Nov. |
| Kwangtch, Ch. s.s. 1,536, Wm. H. Lunt, 25th Nov.      | Canton 24th Nov. and Gen. C. M. S. N. Co.      |                        | 25th Nov. |
| Eva, Ger. s.s. 2,300, L. Reimer, 25th Nov.            | Mol 19th Nov. and Gen. J. & Co.                |                        | 25th Nov. |
| Shanghai, Br. s.s. 1,307, F. D. Northcombe, 25th Nov. | Shanghai 22nd Nov. and Gen. B. & S.            |                        | 25th Nov. |
| Altman, Russian cruiser, 3,000, Ougrumoff, 25th Nov.  | Tientsin 21st Nov.                             |                        | 25th Nov. |

## Clearances at the Harbour Office.

| For                 | For                  | For                   | For                   |
|---------------------|----------------------|-----------------------|-----------------------|
| Taiwan, for Saigon. | Taiwan, for Bangkok. | Taiwan, for Swatow.   | Taiwan, for Hongkong. |
| Taiwan, for Manila. | Taiwan, for Canton.  | Taiwan, for Shanghai. | Taiwan, for Swatow.   |
| Taiwan, for Canton. | Taiwan, for Canton.  | Taiwan, for Canton.   | Taiwan, for Canton.   |
| Taiwan, for Canton. | Taiwan, for Canton.  | Taiwan, for Canton.   | Taiwan, for Canton.   |
| Taiwan, for Canton. | Taiwan, for Canton.  | Taiwan, for Canton.   | Taiwan, for Canton.   |

## Departures.

| For                 | For                 | For                 | For                  |
|---------------------|---------------------|---------------------|----------------------|
| Rubi, for Manila.   | Machew, for Swatow. | Taiwan, for Saigon. | Taiwan, for Bangkok. |
| Taiwan, for Canton. | Taiwan, for Canton. | Taiwan, for Canton. | Taiwan, for Canton.  |
| Taiwan, for Canton. | Taiwan, for Canton. | Taiwan, for Canton. | Taiwan, for Canton.  |
| Taiwan, for Canton. | Taiwan, for Canton. | Taiwan, for Canton. | Taiwan, for Canton.  |
| Taiwan, for Canton. | Taiwan, for Canton. | Taiwan, for Canton. | Taiwan, for Canton.  |

## Passengers arrived.

|                                                           |                                                          |                                                           |                                                          |
|-----------------------------------------------------------|----------------------------------------------------------|-----------------------------------------------------------|----------------------------------------------------------|
| Per <i>Stentor</i> , from Bangkok—180 Chinese.            | Per <i>Formosa</i> , from London for Hongkong, 24th Nov. | Per <i>Helena</i> , from London for Hongkong, 24th Nov.   | Per <i>Signal</i> , from London for Hongkong, 24th Nov.  |
| Per <i>Royalist</i> , from Hongkong, 24th Nov.            | Per <i>Elita</i> , from London for Hongkong, 25th Nov.   | Per <i>Kwangtch</i> , from London for Hongkong, 25th Nov. | Per <i>Eva</i> , from London for Hongkong, 25th Nov.     |
| Per <i>Shanghai</i> , from London for Hongkong, 25th Nov. | Per <i>Altman</i> , from London for Hongkong, 25th Nov.  | Per <i>Stentor</i> , from London for Hongkong, 25th Nov.  | Per <i>Formosa</i> , from London for Hongkong, 25th Nov. |

## Passengers departed.

|                                                         |                                                        |                                                         |                                                        |
|---------------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------|--------------------------------------------------------|
| Per <i>Stentor</i> , to Bangkok—180 Chinese.            | Per <i>Formosa</i> , to London for Hongkong, 24th Nov. | Per <i>Helena</i> , to London for Hongkong, 24th Nov.   | Per <i>Signal</i> , to London for Hongkong, 24th Nov.  |
| Per <i>Royalist</i> , to Hongkong, 24th Nov.            | Per <i>Elita</i> , to London for Hongkong, 25th Nov.   | Per <i>Kwangtch</i> , to London for Hongkong, 25th Nov. | Per <i>Eva</i> , to London for Hongkong, 25th Nov.     |
| Per <i>Shanghai</i> , to London for Hongkong, 25th Nov. | Per <i>Altman</i> , to London for Hongkong, 25th Nov.  | Per <i>Stentor</i> , to London for Hongkong, 25th Nov.  | Per <i>Formosa</i> , to London for Hongkong, 25th Nov. |

## Shipowner Report.

|                                                                                                                                                    |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| Per <i>Royalist</i> from Hongkong: "fresh to strong monsoon, moderate rough sea, high ENE. swell, clear, cloudy weather, occasional rain squalls." |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|

## Vessels in Port.

| Ship                                                 | From                                           | Arrival | Agent |
|------------------------------------------------------|------------------------------------------------|---------|-------|
| Alexander, Am. s.s. 1,781, Gove, 11th Nov.           | Cavite 9th Nov. and Gen. J. & Co.              |         |       |
| Ataka, Br. s.s. 2,393, J. Leary, 9th Nov.            | New York 5th Sept. and Gen. J. & Co.           |         |       |
| Chowla, Ger. s.s. 1,055, F. Spiesen, 24th Nov.       | Bangkok and Angkor 15th Nov. and Gen. J. & Co. |         |       |
| Clavering, Br. s.s. 2,151, D. Barton, 6th Sept.      | Saïna Cruz 31st Aug. and Gen. C. S. S. Co.     |         |       |
| Coptic, Br. s.s. 2,744, Wm. Finch, R.N.R., 21st Nov. | San Francisco 21st Oct. and Gen. J. & Co.      |         |       |
| Manila, Yokohama 9th Nov. and Gen. J. & Co.          | Manila 19th Nov. and Gen. J. & Co.             |         |       |
| Manila, Yokohama 9th Nov. and Gen. J. & Co.          | Manila 19th Nov. and Gen. J. & Co.             |         |       |
| Manila, Yokohama 9th Nov. and Gen. J. & Co.          | Manila 19th Nov. and Gen. J. & Co.             |         |       |
| Manila, Yokohama 9th Nov. and Gen. J. & Co.          | Manila 19th Nov. and Gen. J. & Co.             |         |       |

|                                             |                                    |  |  |
|---------------------------------------------|------------------------------------|--|--|
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |

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| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |

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| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |

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| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
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| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |
| Manila, Yokohama 9th Nov. and Gen. J. & Co. | Manila 19th Nov. and Gen. J. & Co. |  |  |

## Steamers Expected.

| Vessel                                                | From                                           | Agents                 | Date      |
|-------------------------------------------------------|------------------------------------------------|------------------------|-----------|
| Formosa, Br. s.s. 2,516, B. H. W. Snow, 24th Nov.     | London 11th Oct. and Singapore 19th Nov.       | Gen. P. & O. S. N. Co. | 24th Nov. |
| Helena, Ger. s.s. 771, J. Jessen, 24th Nov.           | Tourane via Hobart 23rd Nov. and Gen. J. & Co. |                        | 24th Nov. |
| Signal, Ger. s.s. 907, A. Banden, 24th Nov.           | Hankow 14th Nov. and Gen. J. & Co.             |                        | 24th Nov. |
| Royalist, Br. s.s. 2,080, W. A. Scott, 24th Nov.      | Hongkong 21st Nov. and Gen. J. & Co.           |                        | 24th Nov. |
| Elita, Norw. s.s. 1,161, W. Larsen, 25th Nov.         | Cheloo 19th Nov. and Gen. J. & Co.             |                        | 25th Nov. |
| Kwangtch, Ch. s.s. 1,536, Wm. H. Lunt, 25th Nov.      | Canton 24th Nov. and Gen. C. M. S. N. Co.      |                        | 25th Nov. |
| Eva, Ger. s.s. 2,300, L. Reimer, 25th Nov.            | Mol 19th Nov. and Gen. J. & Co.                |                        | 25th Nov. |
| Shanghai, Br. s.s. 1,307, F. D. Northcombe, 25th Nov. | Shanghai 22nd Nov. and Gen. B. & S.            |                        | 25th Nov. |
| Altman, Russian cruiser, 3,000, Ougrumoff, 25th Nov.  | Tientsin 21st Nov.                             |                        | 25th Nov. |

## DOCK RETURNS.

| Vessel                                                | From                                           | Agents                 | Date      |
|-------------------------------------------------------|------------------------------------------------|------------------------|-----------|
| Formosa, Br. s.s. 2,516, B. H. W. Snow, 24th Nov.     | London 11th Oct. and Singapore 19th Nov.       | Gen. P. & O. S. N. Co. | 24th Nov. |
| Helena, Ger. s.s. 771, J. Jessen, 24th Nov.           | Tourane via Hobart 23rd Nov. and Gen. J. & Co. |                        | 24th Nov. |
| Signal, Ger. s.s. 907, A. Banden, 24th Nov.           | Hankow 14th Nov. and Gen. J. & Co.             |                        | 24th Nov. |
| Royalist, Br. s.s. 2,080, W. A. Scott, 24th Nov.      | Hongkong 21st Nov. and Gen. J. & Co.           |                        | 24th Nov. |
| Elita, Norw. s.s. 1,161, W. Larsen, 25th Nov.         | Cheloo 19th Nov. and Gen. J. & Co.             |                        | 25th Nov. |
| Kwangtch, Ch. s.s. 1,536, Wm. H. Lunt, 25th Nov.      | Canton 24th Nov. and Gen. C. M. S. N. Co.      |                        | 25th Nov. |
| Eva, Ger. s.s. 2,300, L. Reimer, 25th Nov.            | Mol 19th Nov. and Gen. J. & Co.                |                        | 25th Nov. |
| Shanghai, Br. s.s. 1,307, F. D. Northcombe, 25th Nov. | Shanghai 22nd Nov. and Gen. B. & S.            |                        | 25th Nov. |
| Altman, Russian cruiser, 3,000, Ougrumoff, 25th Nov.  | Tientsin 21st Nov.                             |                        | 25th Nov. |

## HONGKONG AND WHAMPOA DOCKS.

| Vessel                                                | From                                           | Agents                 | Date      |
|-------------------------------------------------------|------------------------------------------------|------------------------|-----------|
| Formosa, Br. s.s. 2,516, B. H. W. Snow, 24th Nov.     | London 11th Oct. and Singapore 19th Nov.       | Gen. P. & O. S. N. Co. | 24th Nov. |
| Helena, Ger. s.s. 771, J. Jessen, 24th Nov.           | Tourane via Hobart 23rd Nov. and Gen. J. & Co. |                        | 24th Nov. |
| Signal, Ger. s.s. 907, A. Banden, 24th Nov.           | Hankow 14th Nov. and Gen. J. & Co.             |                        | 24th Nov. |
| Royalist, Br. s.s. 2,080, W. A. Scott, 24th Nov.      | Hongkong 21st Nov. and Gen. J. & Co.           |                        | 24th Nov. |
| Elita, Norw. s.s. 1,161, W. Larsen, 25th Nov.         | Cheloo 19th Nov. and Gen. J. & Co.             |                        | 25th Nov. |
| Kwangtch, Ch. s.s. 1,536, Wm. H. Lunt, 25th Nov.      | Canton 24th Nov. and Gen. C. M. S. N. Co.      |                        | 25th Nov. |
| Eva, Ger. s.s. 2,300, L. Reimer, 25th Nov.            | Mol 19th Nov. and Gen. J. & Co.                |                        | 25th Nov. |
| Shanghai, Br. s.s. 1,307, F. D. Northcombe, 25th Nov. | Shanghai 22nd Nov. and Gen. B. & S.            |                        | 25th Nov. |
| Altman, Russian cruiser, 3,000, Ougrumoff, 25th Nov.  | Tientsin 21st Nov.                             |                        | 25th Nov. |

## SHANGHAI.

| Vessel                                                | From                                           | Agents                 | Date      |
|-------------------------------------------------------|------------------------------------------------|------------------------|-----------|
| Formosa, Br. s.s. 2,516, B. H. W. Snow, 24th Nov.     | London 11th Oct. and Singapore 19th Nov.       | Gen. P. & O. S. N. Co. | 24th Nov. |
| Helena, Ger. s.s. 771, J. Jessen, 24th Nov.           | Tourane via Hobart 23rd Nov. and Gen. J. & Co. |                        | 24th Nov. |
| Signal, Ger. s.s. 907, A. Banden, 24th Nov.           | Hankow 14th Nov. and Gen. J. & Co.             |                        | 24th Nov. |
| Royalist, Br. s.s. 2,080, W. A. Scott, 24th Nov.      | Hongkong 21st Nov. and Gen. J. & Co.           |                        | 24th Nov. |
| Elita, Norw. s.s. 1,161, W. Larsen, 25th Nov.         | Cheloo 19th Nov. and Gen. J. & Co.             |                        | 25th Nov. |
| Kwangtch, Ch. s.s. 1,536, Wm. H. Lunt, 25th Nov.      | Canton 24th Nov. and Gen. C. M. S. N. Co.      |                        | 25th Nov. |
| Eva, Ger. s.s. 2,300, L. Reimer, 25th Nov.            | Mol 19th Nov. and Gen. J. & Co.                |                        | 25th Nov. |
| Shanghai, Br. s.s. 1,307, F. D. Northcombe, 25th Nov. | Shanghai 22nd Nov. and Gen. B. & S.            |                        | 25th Nov. |
| Altman, Russian cruiser, 3,000, Ougrumoff, 25th Nov.  | Tientsin 21st Nov.                             |                        | 25th Nov. |

## Ships Passed The Canal.

| Vessel                                                | From                                           | Agents                 | Date      |
|-------------------------------------------------------|------------------------------------------------|------------------------|-----------|
| Formosa, Br. s.s. 2,516, B. H. W. Snow, 24th Nov.     | London 11th Oct. and Singapore 19th Nov.       | Gen. P. & O. S. N. Co. | 24th Nov. |
| Helena, Ger. s.s. 771, J. Jessen, 24th Nov.           | Tourane via Hobart 23rd Nov. and Gen. J. & Co. |                        | 24th Nov. |
| Signal, Ger. s.s. 907, A. Banden, 24th Nov.           | Hankow 14th Nov. and Gen. J. & Co.             |                        | 24th Nov. |
| Royalist, Br. s.s. 2,080, W. A. Scott, 24th Nov.      | Hongkong 21st Nov. and Gen. J. & Co.           |                        | 24th Nov. |
| Elita, Norw. s.s. 1,161, W. Larsen, 25th Nov.         | Cheloo 19th Nov. and Gen. J. & Co.             |                        | 25th Nov. |
| Kwangtch, Ch. s.s. 1,536, Wm. H. Lunt, 25th Nov.      | Canton 24th Nov. and Gen. C. M. S. N. Co.      |                        | 25th Nov. |
| Eva, Ger. s.s. 2,300, L. Reimer, 25th Nov.            | Mol 19th Nov. and Gen. J. & Co.                |                        | 25th Nov. |
| Shanghai, Br. s.s. 1,307, F. D. Northcombe, 25th Nov. | Shanghai 22nd Nov. and Gen. B. & S.            |                        | 25th Nov. |
| Altman, Russian cruiser, 3,000, Ougrumoff, 25th Nov.  | Tientsin 21st Nov.                             |                        | 25th Nov. |

## Post Office.

|                                                                                                                                                                                            |  |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| A Mail will close for—                                                                                                                                                                     |  |  |  |
| Quang-chow-wan—Per <i>Hoiching</i> , 26th Nov.                                                                                                                                             |  |  |  |
| Macao—Per <i>Heungshan</i> , 27th Nov. 1.15 P.M.                                                                                                                                           |  |  |  |
| Swatow, Amoy and Foochow—Per <i>Haiman</i> , 28th Nov. 9 A.M.                                                                                                                              |  |  |  |
| Europe, Cal., India, via Tuticorin—Per <i>Tourane</i> , 28th Nov. 11 A.M.                                                                                                                  |  |  |  |
| Macao—Per <i>Heungshan</i> , 28th Nov. 1.15 P.M.                                                                                                                                           |  |  |  |
| Singapore, Penang and Calcutta—Per <i>Kutlung</i> , 28th Nov. 2 P.M.                                                                                                                       |  |  |  |
| Ningpo and Shanghai—Per <i>Tungshing</i> , 28th Nov. 3 P.M.                                                                                                                                |  |  |  |
| Manila—Per <i>Taming</i> , 28th Nov. 3 P.M.                                                                                                                                                |  |  |  |
| Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per <i>Eastern</i> , 29th Nov. 10 A.M. |  |  |  |
| Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per <i>Coptic</i> , 1st Dec. 11 A.M.                                                                                        |  |  |  |
| Manila—Per <i>Loongshan</i> , 1st Dec. 3 P.M.                                                                                                                                              |  |  |  |
| Europe, Cal., India, via Tuticorin—Per <i>Tourane</i> , 28th Nov. 11 A.M.                                                                                                                  |  |  |  |
| Macao—Per <i>Heungshan</i> , 28th Nov. 1.15 P.M.                                                                                                                                           |  |  |  |
| Singapore, Penang and Calcutta—Per <i>Kutlung</i> , 28th Nov. 2 P.M.                                                                                                                       |  |  |  |
| Ningpo and Shanghai—Per <i>Tungshing</i> , 28th Nov. 3 P.M.                                                                                                                                |  |  |  |
| Manila—Per <i>Taming</i> , 28th Nov. 3 P.M.                                                                                                                                                |  |  |  |
| Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per <i>Eastern</i> , 29th Nov. 10 A.M. |  |  |  |
| Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per <i>Coptic</i> , 1st Dec. 11 A.M.                                                                                        |  |  |  |
| Manila—Per <i>Loongshan</i> , 1st Dec. 3 P.M.                                                                                                                                              |  |  |  |

|                                                                                                                                                                                            |  |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| Manila—Per <i>Loongshan</i> , 1st Dec. 3 P.M.                                                                                                                                              |  |  |  |
| Europe, Cal., India, via Tuticorin—Per <i>Tourane</i> , 28th Nov. 11 A.M.                                                                                                                  |  |  |  |
| Macao—Per <i>Heungshan</i> , 28th Nov. 1.15 P.M.                                                                                                                                           |  |  |  |
| Singapore, Penang and Calcutta—Per <i>Kutlung</i> , 28th Nov. 2 P.M.                                                                                                                       |  |  |  |
| Ningpo and Shanghai—Per <i>Tungshing</i> , 28th Nov. 3 P.M.                                                                                                                                |  |  |  |
| Manila—Per <i>Taming</i> , 28th Nov. 3 P.M.                                                                                                                                                |  |  |  |
| Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per <i>Eastern</i> , 29th Nov. 10 A.M. |  |  |  |
| Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per <i>Coptic</i> , 1st Dec. 11 A.M.                                                                                        |  |  |  |
| Manila—Per <i>Loongshan</i> , 1st Dec. 3 P.M.                                                                                                                                              |  |  |  |

Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, B.C.—Per *Tartar*,  
10th Nov., 11 A.M.

Macao—Per *Heungshan*, 29th Nov., 1.15 P.M.

Shanghai—Per *Esang*, 29th Nov., 2 P.M.

Manila, Zamboanga, Port Darwin, Thursday.



## Intimation.

## THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

THE following are in stock—

PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK AND VEAL, DAIRY FARM FROZEN PORK.

Capers, Dairy Farm Fed (dressed) \$1.05 each.  
 Chickens, do do 0.75  
 Chicken Livers, do do 0.05  
 Chicken Gizzards, do do 0.04  
 "Caro" Meat Extract, 30% 0.70 per pot.  
 "do" do do 1.25  
 Ducks, Local (dressed) 0.65 each.  
 Ducks, Wild (do) 0.75  
 Australian Smoked Mullet 0.50 per lb.  
 "do" 30% Schnapper 0.50  
 Geese, Local (dressed) 1.50 each.  
 Hares, Australian 1st Grade 1.40  
 Ham, Best York 1.20  
 "do" Australian 0.70 per lb.  
 "Brand" 0.60  
 (acts extra per lb for Ham if cut).  
 Kidneys, Australian Sheep 0.05 each.  
 Lemons, Australian 48 cts & 60 cts per doz.  
 Oysters, American (large size, in tin) 2.50 per tin.  
 Australian Oysters, 21 doz; bottles 1.00 per large bottle.  
 Partridges, Local 0.75 each.  
 Pigeons, Local 0.25  
 Pigeons, Wild (dressed) 0.20  
 Rabbits, Australian 1st Grade 0.65  
 Rice Birds 0.55 per doz.  
 Sausages, Australian Frit 0.65 per lb.  
 Sausages, Own Make (of Australia) 0.25  
 Snipe, Local 0.25 each.  
 Tongues, Australian Sheep 0.20  
 Turkeys, Choice Australian (plucked) 0.60 per lb.

Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.  
 Orders for NOON should be sent in by 8.00 A.M. the same day.  
 Orders for 3.30 P.M. should be sent in by NOON the same day.  
 Hongkong, 13th November, 1905. [988]

## For Sale.

## FOR SALE

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &amp;c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naptha of the best kind kept in stock.

T. K. WONG CO., 56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

## Intimations.

## CUTLER, PALMER &amp; CO.

WINE &amp; SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

|                                    | Per Case. |
|------------------------------------|-----------|
| BRANDY * * * *                     | \$22.50   |
| " * * * *                          | 20.00     |
| " * * * *                          | 16.75     |
| WHISKY, PALL MALL                  | 20.00     |
| " JOHN WALKER & SONS' OLD HIGHLAND | 12.50     |
| " C. P. & CO.'S SPECIAL BLEND      | 10.50     |
| PORT WINE, INVALIDS                | 20.00     |
| DOURO                              | 13.75     |
| SHERRY, AMOROSO                    | 20.00     |
| LA TORRE                           | 16.00     |
| BENEDICTINE, D.O.M.                | 40.50     |

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN &amp; CO.

HONGKONG AGENTS.

Hongkong, 13th November, 1905. [1123]

## ACHEE &amp; CO.

ESTABLISHED 1869.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

EASTMAN'S

REQUISITES

KODAKS, FILMS,

AND

Etc.

AMATEUR WORK RECEIVED PROMPT AND CAREFUL ATTENTION.

Hongkong, 2nd May, 1904.

## Mails.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MED.

TERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURNAI," Captain R. Girard, will be despatched for MARSEILLES on TUESDAY, the 18th November, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:— S.S. "TONKIN" 12th December. S.S. "ARMAND BEHIC" 26th December. S.S. "ERNEST SIMONS" 9th January.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th November, 1905. [7]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAFALGAR, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

The S.S. "BENGAL," Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd December, at Noon, taking Passengers and cargo for the above Ports in connection with the Company's S.S. "Marmora," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 13th January, 1906.

Parcels will be received at this Office until the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 20th November, 1905.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. (Corrected to noon; later alterations given under "Commercial Intelligence" page.)

| STOCKS.                                                       | NO. OF SHARES. | ALPHA. | PAID UP. | POSITION AT LAST REPORT.                      | AT WORKING ACCOUNT. | LAST DIVIDEND.                               | REMARKS. | CLOSING QUOTATION. |
|---------------------------------------------------------------|----------------|--------|----------|-----------------------------------------------|---------------------|----------------------------------------------|----------|--------------------|
| BANKS.                                                        |                |        |          |                                               |                     |                                              |          |                    |
| Hongkong & Shanghai Banking Corporation                       | 10,000         | 125    | 125      | { \$1,000,000<br>\$500,000<br>\$500,000 }     | \$1,250,000         | { 10% for 1904<br>for first half-year 1905 } |          | 125                |
| National Bank of China, Limited                               | 99,995         | 67     | 65       | { \$1,000,000<br>\$100,000<br>\$900,000 }     | \$1,268,000         | { 10% for 1904<br>for first half-year 1905 } |          | 67                 |
| MARINE INSURANCES.                                            |                |        |          |                                               |                     |                                              |          |                    |
| Canton Insurance Office, Limited                              | 10,000         | \$250  | \$50     | { \$1,000,000<br>\$147,955<br>\$852,045 }     | \$111,540           | \$20 for 1904.                               |          | \$250              |
| China Traders' Insurance Company, Limited                     | 24,000         | 183.33 | \$25     | { \$500,000<br>\$111,902<br>\$388,098 }       | Nil.                | \$4 for year ended 30.6.1905.                |          | 183.33             |
| North China Insurance Company, Limited                        | 10,000         | 115    | 65       | { \$1,000,000<br>\$100,000<br>\$900,000 }     | \$11,500.53         | Final of 7% making 15% for 1904.             |          | 115                |
| Union Insurance Society of Canton, Limited                    | 10,000         | \$250  | \$100    | { \$1,000,000<br>\$111,451<br>\$888,549 }     | \$2,330,112         | \$4 for 1904.                                |          | \$250              |
| Yangtze Insurance Association, Limited                        | 8,000          | \$100  | \$50     | { \$500,000<br>\$50,000<br>\$450,000 }        | \$486,284           | \$1 and \$1 special dividend for 1904.       |          | \$100              |
| FIRE INSURANCES.                                              |                |        |          |                                               |                     |                                              |          |                    |
| China Fire Insurance Company, Limited                         | 20,000         | \$100  | \$50     | { \$1,000,000<br>\$18,003<br>\$981,997 }      | \$339,047           | \$5 dividend & \$1 bonus for 1905.           |          | \$100              |
| Hongkong Fire Insurance Company, Limited                      | 8,000          | \$250  | \$50     | { \$1,000,000<br>\$1,200,505<br>\$1,200,505 } | \$560,378           | \$34 for 1903.                               |          | \$250              |
| SHIPPING.                                                     |                |        |          |                                               |                     |                                              |          |                    |
| China and Manila Steamship Company, Limited                   | 30,000         | \$25   | \$25     | { \$500,000<br>\$18,638<br>\$481,362 }        | \$8,850             | \$7 for 1904.                                |          | \$25               |
| Douglas Steamship Company, Limited                            | 20,000         | \$50   | \$50     | { \$500,000<br>\$88,041<br>\$411,959 }        | Nil.                | \$3 for year ended 30.6.1905.                |          | \$50               |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                  | 20,000         | \$15   | \$15     | { \$500,000<br>\$500,000<br>\$500,000 }       | \$8,004             | \$1 for first half-year 1905.                |          | \$15               |
| Indo-China Steam Navigation Company, Limited                  | 10,000         | 110    | 110      | { \$1,000,000<br>\$170,000<br>\$830,000 }     | \$4,435             | 12% for 1904.                                |          | 110                |
| Shanghai Tug and Lighter Company, Limited                     | 200,000        | 10     | 10       | { \$500,000<br>\$23,999<br>\$476,001 }        | \$13,762            | Interim of 1% for 1905.                      |          | 10                 |
| Do. (Preference)                                              | 100,000        | 10     | 10       | { \$500,000<br>\$23,999<br>\$476,001 }        | \$13,762            | Interim of 1% for 1905.                      |          | 10                 |
| Shell Transport and Trading Company, Limited                  | 10,000         | 10     | 10       | { \$500,000<br>\$4,116<br>\$495,884 }         | \$929               | Interim of 1% for 1905.                      |          | 10                 |
| "Star" Ferry Company, Limited                                 | 10,000         | 10     | 10       | { \$500,000<br>\$4,116<br>\$495,884 }         | \$929               | \$1 for year ending 30.6.1905.               |          | 10                 |
| Straits Steamship Company, Limited                            | 10,000         | 100    | 100      | { \$1,000,000<br>\$21,725<br>\$978,275 }      | \$11,331            | \$10 for 1904.                               |          | 100                |
| Taku Tug and Lighter Company, Limited                         | 10,000         | 10     | 10       | { \$500,000<br>\$13,153<br>\$486,847 }        | \$11,433            | Interim of 1% for 1905.                      |          | 10                 |
| REFINERIES.                                                   |                |        |          |                                               |                     |                                              |          |                    |
| China Sugar Refining Company, Limited                         | 20,000         | \$100  | \$100    | { \$500,000<br>\$18,638<br>\$481,362 }        | \$42,812            | Interim of \$10 for 1905.                    |          | \$100              |
| Luxon Sugar Refining Company, Limited                         | 7,000          | \$100  | \$100    | { \$500,000<br>\$18,638<br>\$481,362 }        | \$85,987            | \$3 for 1907.                                |          | \$100              |
| Perak Sugar Cultivation Company, Limited                      | 7,000          | 10     | 10       | { \$500,000<br>\$18,638<br>\$481,362 }        | \$1,373             | \$1 for year ending 30.6.1904.               |          | 10                 |
| MINING.                                                       |                |        |          |                                               |                     |                                              |          |                    |
| Chinese Engineering and Mining Company, Ltd.                  | 1,000,000      | 1      | 1        | { \$80,000<br>\$26,011<br>\$53,989 }          | \$13,355            | Final of 1% for 1905.                        |          | 1                  |
| Oriental Consolidated Mining Company, Limited                 | 500,000        | 1      | 1        | { \$80,000<br>\$26,011<br>\$53,989 }          | \$6,729             | Interim of 50 cents (gold) for 1905 (No. 5). |          | 1                  |
| 1st Australian Gold Mining Company, Limited                   | 50,000         | 1      | 1        | { \$80,000<br>\$26,011<br>\$53,989 }          | \$2,745             | No. 12 of 1/- = 12 cents.                    |          | 1                  |
| DOCKS, WHARVES & GODOWNS.                                     |                |        |          |                                               |                     |                                              |          |                    |
| Farnham (S. C.) Boyd & Co., Limited                           | 55,200         | 100    | 100      | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 } | \$14,924            | Final of 1% making 1% for 1904/5.            |          | 100                |
| Fenwick (Geo.) & Co., Limited                                 | 12,000         | 25     | 25       | { \$700,000<br>\$50,000<br>\$650,000 }        | \$8,577             | \$2.75 for 1904 on old capital.              |          | 25                 |
| Hongkong & Kowloon Wharf and Godown, Co., Ltd.                | 40,000         | \$50   | \$50     | { \$500,000<br>\$58,178<br>\$441,822 }        | \$29,422            | Interim of \$1 for 1905.                     |          | \$50               |
| Hongkong and Whampoa Dock Company, Ltd.                       | 10,000         | \$50   | \$50     | { \$500,000<br>\$58,178<br>\$441,822 }        | \$10,331            | \$6 for first half-year 1905.                |          | \$50               |
| New Amoy Dock Company, Limited                                | 10,000         | \$50   | \$50     | { \$500,000<br>\$58,178<br>\$441,822 }        | \$10,331            | \$1 for 1905.                                |          | \$50               |
| Shanghai and Hongkong Wharf Company                           | 32,000         | 100    | 100      | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 } | \$10,711            | Interim of 1% for 1905.                      |          | 100                |
| Yangtze Wharf and Godown Company, Limited                     | 2,500          | 100    | 100      | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 } | \$2,762             | 1% for 1904.                                 |          | 100                |
| LANDS, HOTELS & BUILDING.                                     |                |        |          |                                               |                     |                                              |          |                    |
| Astor House Hotel Company, Limited (Shanghai)                 | 10,000         | 25     | 25       | { \$14,516<br>\$14,516<br>\$14,516 }          | \$9,028             | \$2 for year ended 30.6.1905.                |          | 25                 |
| Astor House Hotel, Limited (Tientsin)                         | 2,000          | 100    | 100      | { \$200,000<br>\$200,000<br>\$200,000 }       | \$1,800             | Interim of 1% for 1905.                      |          | 100                |
| Central Stores, Limited                                       | 123            | 100    | 100      | { \$12,300<br>\$12,300<br>\$12,300 }          | \$1,502             | Final of 50 cents making 1% for 1904.        |          | 100                |
| Do. (Founders)                                                | 74,000         | 100    | 100      | { \$7,400<br>\$7,400<br>\$7,400 }             | \$1,502             | None.                                        |          | 100                |
| Do. (New Issue)                                               | 74,000         | 100    | 100      | { \$7,400<br>\$7,400<br>\$7,400 }             | \$1,502             | Preferential of 7 per cent for 1904.         |          | 100                |
| Hongkong Hotel Company, Limited                               | 12,000         | 50     | 50       | { \$14,516<br>\$14,516<br>\$14,516 }          | \$10,126            | \$5 for first half-year 1905.                |          | 50                 |
| Hongkong Land Investment and Agency Co., Ltd.                 | 50,000         | 100    | 100      | { \$500,000<br>\$500,000<br>\$500,000 }       | \$37,875            | Interim of 1% for 1905.                      |          | 100                |
| Hotel des Colonies Company, Limited (Shanghai)                | 9,000          | 100    | 100      | { \$900,000<br>\$900,000<br>\$900,000 }       | \$7,200             | Interim of 1% for 1905.                      |          | 100                |
| Hotel Metropole Company, Limited                              | 7,000          | 100    | 100      | { \$700,000<br>\$700,000<br>\$700,000 }       | \$1,200             | Final of 1% making 1% for 1904.              |          | 100                |
| Humphreys Estate & Finance Company, Limited                   | 150,000        | 100    | 100      | { \$150,000<br>\$150,000<br>\$150,000 }       | \$11,958            | 50 cents for 1904.                           |          | 100                |
| Kowloon Land and Building Company, Limited                    | 6,000          | 50     | 50       | { \$300,000<br>\$300,000<br>\$300,000 }       | \$377               | \$3 for 1904.                                |          | 50                 |
| Shanghai Land Investment Company, Limited                     | 52,000         | 100    | 100      | { \$520,000<br>\$520,000<br>\$520,000 }       | \$10,066            | Interim of 1% for 1905.                      |          | 100                |
| Tientsin Hotel des Colonies, Limited                          | 1,400          | 100    | 100      | { \$140,000<br>\$140,000<br>\$140,000 }       | \$1,670             | Interim of 1% for 1905.                      |          | 100                |
| Tientsin Land Investment Company, Limited                     | 7,720          | 100    | 100      | { \$772,000<br>\$772,000<br>\$772,000 }       | \$1,235             | Interim of 1% for 1905.                      |          | 100                |
| West Point Building Company, Limited                          | 12,500         | 50     | 50       | { \$125,000<br>\$125,000<br>\$125,000 }       | \$1,235             | Interim of 1% for 1905.                      |          | 50                 |
| COTTON MILLS.                                                 |                |        |          |                                               |                     |                                              |          |                    |
| Fwp Cotton Spinning and Weaving Company, Ltd.                 | 15,000         | 100    | 100      | { \$150,000<br>\$150,000<br>\$150,000 }       | \$12,844            | 1% for year ended 30.6.1905.                 |          | 100                |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000        | 50     | 50       | { \$625,000<br>\$625,000<br>\$625,000 }       | \$33,264            | \$5 for the year ending 31.3.1905.           |          | 50                 |
| International Cotton Manufacturing Company, Ltd.              | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$18,718            | Interim of 1% for 1905.                      |          | 100                |
| Long-kung-mow Cotton Spinning & Weaving Co., Ltd.             | 8,000          | 100    | 100      | { \$80,000<br>\$80,000<br>\$80,000 }          | \$10,000            | Interim of 1% for 1905.                      |          | 100                |
| Soy Chee Cotton Spinning Company, Limited                     | 2,000          | 100    | 100      | { \$20,000<br>\$20,000<br>\$20,000 }          | \$2,200             | 4% for 1907.                                 |          | 100                |
| MISCELLANEOUS.                                                |                |        |          |                                               |                     |                                              |          |                    |
| Anglo-German Brewing Company, Limited                         | 4,000          | 100    | 100      | { \$400,000<br>\$400,000<br>\$400,000 }       | \$20                | None.                                        |          | 100                |
| Tell's Asbestos Eastern Agency, Limited                       | 8,604          | 100    | 100      | { \$860,400<br>\$860,400<br>\$860,400 }       | \$1,170             | 1% per share for 1904.                       |          | 100                |
| Campbell, Moore & Co., Limited                                | 1,200          | 100    | 100      | { \$120,000<br>\$120,000<br>\$120,000 }       | \$1,182             | \$3 for 1904.                                |          | 100                |
| China Borneo Company, Limited                                 | 60,000         | 100    | 100      | { \$6,000<br>\$6,000<br>\$6,000 }             | \$1,182             | \$1 for 1904.                                |          | 100                |
| China Flour Mill Co., Limited                                 | 4,000          | 100    | 100      | { \$400,000<br>\$400,000<br>\$400,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| China Light and Power Company, Limited                        | 50,000         | 100    | 100      | { \$5,000<br>\$5,000<br>\$5,000 }             | \$1,182             | None.                                        |          | 100                |
| China Provident Loan & Mortgage Company, Ltd.                 | 100,000        | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | 60 cents for 1904.                           |          | 100                |
| Dairy Farm Company, Limited                                   | 25,000         | 100    | 100      | { \$2,500<br>\$2,500<br>\$2,500 }             | \$1,182             | \$1.75 for year ending 31.7.1905.            |          | 100                |
| Green Island Cement Company, Limited                          | 150,000        | 100    | 100      | { \$150,000<br>\$150,000<br>\$150,000 }       | \$1,182             | \$2 for 1904.                                |          | 100                |
| Hall & Holts, Limited                                         | 21,000         | 100    | 100      | { \$2,100<br>\$2,100<br>\$2,100 }             | \$1,182             | Final of 1% making 1% for 1904.              |          | 100                |
| Hongkong Electric Company, Limited                            | 30,000         | 100    | 100      | { \$3,000<br>\$3,000<br>\$3,000 }             | \$1,182             | \$1.50 for year ending 30.6.1905.            |          | 100                |
| Hongkong High-Level Tramways Company, Ltd.                    | 1,250          | 100    | 100      | { \$125,000<br>\$125,000<br>\$125,000 }       | \$2,706             | \$15 for year ended 30.6.1904.               |          | 100                |
| Hongkong Ice Company, Limited                                 | 5,000          | 100    | 100      | { \$500,000<br>\$500,000<br>\$500,000 }       | \$5,356             | Interim of 1% for 1905.                      |          | 100                |
| Hongkong Rope Manufacturing Company, Ltd.                     | 10,000         | 100    | 100      | { \$1,000<br>\$1,000<br>\$1,000 }             | \$11,137            | \$10 for 1904.                               |          | 100                |
| Hongkong Steam Waterboat Company, Limited                     | 15,000         | 100    | 100      | { \$1,500<br>\$1,500<br>\$1,500 }             | \$2,500             | Final of 50 cents making 1% for 1904.        |          | 100                |
| Lane, Crawford & Co., Limited (Shanghai)                      | 14,500         | 100    | 100      | { \$145,000<br>\$145,000<br>\$145,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| Maatschappij tot Mijn, Bosch en Landbouwen                    | 25,000         | 100    | 100      | { \$2,500<br>\$2,500<br>\$2,500 }             | \$1,182             | \$30 quarterly Div. of 1% at 1% for 1904.    |          | 100                |
| plottatie in Luikat, Limited                                  | 8,000          | 100    | 100      | { \$80,000<br>\$80,000<br>\$80,000 }          | \$1,182             | 1% for 1904.                                 |          | 100                |
| Mondon (E. L.) Limited                                        | 10,000         | 100    | 100      | { \$1,000<br>\$1,000<br>\$1,000 }             | \$1,182             | None.                                        |          | 100                |
| Philippine Company, Limited                                   | 10,000         | 100    | 100      | { \$1,000<br>\$1,000<br>\$1,000 }             | \$1,182             | None.                                        |          | 100                |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.             | 14,500         | 100    | 100      | { \$145,000<br>\$145,000<br>\$145,000 }       | \$1,182             | None.                                        |          | 100                |
| Shanghai Gas Company, Limited                                 | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| Shanghai Horse Bazaar Company, Limited                        | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| Shanghai Pulp and Paper Company, Limited                      | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| Shanghai-Sumatra Tobacco Company, Limited                     | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| Shanghai Waterworks Company, Limited                          | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| South China Morning Post, Limited                             | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| Team Laundry Company, Limited                                 | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| Straits Ice Company, Limited                                  | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| Straits Waterworks Company, Limited                           | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| United Asbestos Oriental Agency, Limited                      | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| Do. (Founders)                                                | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| Watson (A. S.) & Co., Limited                                 | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |
| William Powell, Limited                                       | 10,000         | 100    | 100      | { \$100,000<br>\$100,000<br>\$100,000 }       | \$1,182             | Interim of 1% for 1905.                      |          | 100                |



# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

(ESTABLISHED 1884.)

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### NOTICE.

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The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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### BIRTHS.

On the 4th November, at Penang, the wife of A. F. G. ANDERSON, of a daughter.  
On the 6th November, at Kuala Kubu, the wife of NORMAN DALRYMPLE, of a son.  
On the 6th November, at (Nkong Taba), the wife of H. G. SELLER, of a son.  
On the 7th November, at Ipoh, the wife of EDWARD SPINKS, of a daughter.  
On the 13th Nov., 1905, at Shanghai, the wife of F. A. CUMMING, of a daughter.  
On the 15th of November, at Shanghai, the wife of JOSEPH THOMAS, of a son.

### MARRIAGES.

On the 4th of November, at Hankow, LILIAN M. JOYCE and P. LONDALE MCALL, B.A., M.B., both of the London Mission, Hankow.  
On November 24th, at Kobe, LOUIS TARTAS, of London, England, and ALMA LUTCHFORD, of Rochester, New York, U.S.A.  
On the 16th November, at Shanghai, DEAN KENNETH WILLIAM CAMPBELL, second son of the late Rev. Campbell, of Stranraer, Scotland, and ELLY ALICE, eldest surviving daughter of Mr. and Mrs. R. H. HEARD, of Shanghai.

### MARRIAGES.

On the 14th of November, at Shanghai, HERMAN VAN DER VEEN, of Tchengtao, to MARTIN LAMBOO, of Rotterdam.  
At Union Church, Hongkong, on 18th November, by the Father of the Bride, assisted by the Rev. T. W. Pearce (L.M.S.), JOHN W. BONNAR, son of Mr. James Bonnar, Glasgow, to NORA BRASNETT, only daughter of the Rev. C. H. Hickling, Minister of Union Church, Hongkong.

### DEATH.

At Sandakan, B.N.B., on the 22nd ult., ALFRED EDWARD HENRY KESSLER in his 22nd year.

## The Hongkong Telegraph

MAIL SUPPLEMENT.  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, NOVEMBER 25, 1905.

### HONGKONG AND CHINESE RAILWAYS.

(18th November.)

When His Excellency the Governor brought before the Legislative Council last month the short enactment authorizing the Governor to raise as occasion requires loans not exceeding two million pounds in all for the purpose of defraying the cost of a railway from Kowloon and for other railway purposes, and passed the Bill into law at a single sitting of the Assembly, it was generally admitted that Sir Matthew had, on that day, consummated a masterful stroke of policy which could not but redound to the benefit of Hongkong in particular and the interests of Britishers in general in China. By the comprehensive term "other railway purposes," the Government sought to give effect to the agreement with H.E. Chang Chi-tung to enable the Chinese Government to purchase out and out the interests and control of the American concessionaires in the Canton-Hankow railway. His Excellency did not think it was in the public interest to dilate on the subject of that agreement; but the principles guiding Sir Matthew's policy in the matter is sufficiently obvious to make it clear that British interests have been materially furthered by a compact whose conception originated with the Governor of the Colony. In what light the agreement is regarded in England will best be learnt from the comments on the subject appearing in the *London & China Express* to hand by the mail this morning. The first news of the Government's plans appears to have been cabled home by Reuters on the 13th ult., and the reception accorded the pleasing message by the home journal is thus expressed: "Behind the apparently simple statement wired by Reuters from Hongkong that the Government is introducing an Ordinance in Council raising a loan of £2,000,000 for the Kowloon Railway and other railway purposes, there is a good deal that is matter for congratulation from the purely British point of view. Of the total, a sum of £1,100,000 is required in connection with an advance made by the Government of Hongkong to the Chinese provincial authorities, for the purpose of enabling China to acquire from the American syndicate, represented by the American China Development Company, their interest in the concession granted for the construction of the Canton-Hankow Railway, a line which, when completed, will have the greatest commercial importance for Hongkong. The total compensation to the American holders was £1,350,000, and when the Chinese Government had agreed on the amount, the next thing was to provide the money. They seem to have got together a quarter of a million sterling; then Hongkong stepped into the breach, and with a boldness of conception that has not been so conspicuously shown of late, it offered to loan the balance at 4 1/2 per cent. to the authorities of the Hu-kwang, with the sanction of the Peking Government, and on the security of the Opium revenue of Hupeh, Hunan and Canton. We have thought but praise for the prescient action of Sir Matthew Nathan, the Governor, in his decided line and congratulations to him on having won over the Colonial Office to his opinions. The amount is large for the Colony to make itself responsible for, and we might reasonably have felt doubts whether the Secretary for the Colonies would authorise such a use of the funds and credit of the Colony, even though it is true that by providing the funds the Hongkong Government would place British concessionaires in a good position to claim to construct this important railway from Hankow to Canton. Anyway, Sir Matthew grasped the position, and as a result the Crown Agents were instructed to pay the money. As the first instalment of £400,000 was not available in ready cash the sum was financed by the Hongkong and Shanghai Banking Corporation, who under orders paid that sum in New York. The amount has since been refunded; and the balance of the loan, £700,000, has also been paid on behalf of the Chinese. It is true that the interest of the Government of Hongkong in the matter arises largely from the fact that, jointly with the British and Chinese Corporation, it proposes to build the Canton-Kowloon Railway; but, however far seeing Governors and officials may be in such matters, it is not often that the British Government authorises such use of the resources or credit of the colonies when the amount is intended as an advance to an alien country. We must therefore again record our appreciation of the energy of Sir Matthew Nathan, who will assuredly leave his mark as Governor of the Colony. It is conceivable that by his act the great unploughed field that exists in China south of the Yangtze will be reserved to British interests to exploit."

### VLADIVOSTOK AND HONGKONG SHIPPING.

(20th November.)

Probably few would assume that a strike or an emeute among the soldiery in Vladivostok would have a direct bearing on trade in Hongkong, yet it is clearly shown in Messrs. Lamke and Rogge's freight report for the fortnight, which is printed elsewhere in this issue, that a very close affinity exists between the events transpiring in Vladivostok and the shipping trade of Hongkong. There were some fifty steamers in the harbour at Vladivostok when the outbreak occurred among the troops, and from the brief information which has so far reached Hongkong, it is quite evident that their safety was very gravely menaced. The wharves and godowns seem to have been wantonly fired by the reckless rioters. As we learn from Messrs. Lamke and Rogge's report, the local owner of one steamer which had been sent to Vladivostok received a cable asking whether the vessel should return to Hongkong, because the cargo could not be landed at Vladivostok, the Chinese consignees having all their premises burnt, while godown space was unobtainable. That, as the compiler of the report sagely remarks, is sure evidence of the seriousness of the situation, but what renders the present condition of things all the more regrettable is the fact that this dislocation of trade at the Russian port comes as the crowning blow to a year which has been bad all round for the majority of shipowners in the Far East. Prospects were just beginning to wear a brighter aspect, when the news was received that the garrison had mutinied, and had pillaged the town, at the same time giving an opportunity to incendiaries to wreak their baleful work. It might have been expected, after the long period that Vladivostok has been practically closed to the shipping world—closed at least to all but the adventurous who were prepared to take the chance of eluding the watchful Japanese fleet—that trade would have found itself *en route* once more, but apparently the unruly Cossacks have decreed otherwise. It is most unfortunate, also, because Vladivostok is by this time an ice-bound port, and any vessels that can enter have to be preceded by an ice-breaker which means additional trouble and anxiety to the shipmaster. Vladivostok seems fated to cause annoyance to Hongkong shippers. First the port was blockaded; then we had the seamen on almost every ship bound for Vladivostok deserting in a body when they heard their real destination; we had puzzled magistrates who declared one day that the run to the north was not dangerous to neutrals and reversing that opinion the next, and now we see the northern port in the throes of internal cataclysm which still has the power of adversely affecting Hongkong's shipping business. Messrs. Lamke and Rogge failing to see much hope in that direction are forced to look in the direction of Saigon where, the reports as to the state of the rice crop are very propitious. "It is most ardently to be hoped," adds the report, "that the favourable crop prospects should not be upset; local shipping interests are too much depending on good crops at Saigon. Whilst 1904, from January to ultimo October, total exports from Saigon, were roughly ten million piculs, they have not exceeded six million piculs same period this year, and the conclusions are obvious." On the whole the general opinion of shipbrokers is that the outlook is brighter today than it was at this time last year, which is some consolation to those who are connected with the shipping interests of the port.

### THE THRONE OF NORWAY.

That Prince Charles of Denmark should have accepted the offer of the Throne of Norway was a foregone conclusion. This was believed to be so last month when an extremely well-informed correspondent of the *Temps* made the statement in the Parisian journal. At the time the only serious difficulty in the way of Prince Charles' acceptance appeared to have been the reluctance of Princess Maud; but it is stated that King Edward wrote a very serious letter to his daughter, reminding her of her duties as a wife and a princess, pointing out the importance of the task she might be called upon to fulfil. This was overcome the only resistance which made the success of the Danish candidature for the moment doubtful. Prince Charles will ascend the throne of Norway under the name of Hakon the Seventh. The last independent Norwegian King, who died in the year 1380, was named Hakon the Sixth. King Oscar, of Sweden, speaking from the throne at the closing of the special session of the Riksdag on the 17th Oct., said: "The union formed in 1814 between the people of the Scandinavian Peninsula, disunited for centuries before, is dissolved, and the Swedish Riksdag has by the resolution adopted on 16th Oct. approved my proposal as to its dissolution. I will, however, not give up the hope that, though a political union no longer exists, lasting peace between the two peoples may be maintained in the future to the safety and happiness of both nations," a wish which must be re-echoed by the people of both kingdoms.

### A QUESTION OF ACCURACY.

(21st November.)  
In another column we publish a communication from the District Manager of the New York Life Insurance Company with reference to an editorial which appeared in the *Hongkong Telegraph* on the 11th inst. The article in question was based upon reports, which appeared in the Manila

press, of a judgment delivered in one of the Courts of that dependency on the subject of an insurance claim. In the first place, it should be remembered that every English journalist starts his professional career with a strict injunction to be accurate in his facts at whatever cost. Accuracy above all things is his aim and ambition in the most ordinary affairs, but the acme of accuracy is reached in the reporting of judicial arguments and judgments. Whenever a judgment is given from the Bench it is the first care of the Court reporter to render that judgment carefully and exactly, if it has to be condensed, the condensation is made with the closest attention to detail; and every endeavour is made to give the summarised judgment with clearness, so that no false impression may be left on the reader's mind, as to the terms or meaning of the Bench's dicta. So much for the English journalist and the English newspaper. The result of this determination to be accurate at all hazards is that readers accept the judgments, whether the *ipsissima verba* are given or they are reported in brief, with absolute faith in the accuracy of the reported statement, and it is seldom indeed that their confidence is misplaced. But it is to be feared that our friends in Manila are not always to be commended on the standard of accuracy which they have erected for themselves. The judgment in the insurance case in question as published in the Manila newspapers showed quite correctly that a widow's claim against the New York Life had failed, but the suggestion was that it had failed on a technicality and that the widow had been wronged by the wording of the law—in fact, that she had been legally, though not morally, dispossessed of the insurance money due to her under the policy taken out by her late husband. It is highly probable that the Manila papers were themselves misled by the terms of the statement of claim, and we can well understand how a busy office would unintentionally blunder over an extremely technical question of law. But just as it cannot be suggested that we had any feeling against the New York Life, so the Manila papers have in all likelihood found themselves unwittingly out of accord with that Insurance Company. At all events, the claim was essentially mis-stated and therefore was open to misconception by those unaware of the whole facts. The judgment was given for the New York Life but not on a technicality, but under circumstances and on evidence which must have lost the case for the plaintiff if tried before an English instead of an American tribunal. Seeing then that the terms of the claim were wrongly set forth, and as published conveyed a misleading because erroneous suggestion, and that the whole point of the defence was missed—naturally our deductions as to the effect of the judgment were based on a false impression of the circumstances for which we could hardly be held responsible. Any argument submitted by us as to the unfair conditions imposed on insurers in the New York Life was without force because it had no foundation in fact. We gladly publish the facts as given by the Hongkong chief of the New York Life, and must express our sincere regret that through our reliance on the accuracy of the Manila report we were led astray. Of course, we have no animus against the New York Life or any other company; but *humanum est errare*, and we erred although actuated by the purest of motives, viz., the protection of those who through ignorance are usually believed to be unable to help themselves. However, with the publication of Mr. Hassan's letter the situation is cleared up, and with this expression of our regret that we should have unwittingly and unintentionally injured in the smallest degree the reputation of the New York Life, we trust the incident is closed.

### THE RISE IN SILVER.

Contrary to all expectations the price of silver has steadily risen of late until it has to-day attained the value of 29d. per oz., so that the country which has gone "gold" when exchange was below two shillings to the dollar and fixed the value of its silver coins upon the basis of a ten-dollar sovereign, is confronted with the difficulty at the present moment of maintaining the parity of its currency. When the Straits Settlements Government decided to adopt the gold standard for their Colony and the Federated Malay States, it was very wisely provided in the Ordinance demonstrating the British and Mexican dollars to make way for the new Straits token that the new coin was restricted for circulation within the Colony and the Malay States only. Furthermore, the exportation of Straits dollars was made a punishable offence. The fixity of the ratio between the new dollar and the sovereign was deferred—as it now proves with a good deal of wisdom and foresight—in order that no mistake might be made like that which the Philippine Government are seeking to rectify. With bullion silver rapidly rising in value, and the present worth of Philippine silver coins in metal equal or more than their face, the Government is confronted with the probability of shrewd men melting the pesos and subsidiary coins and shipping the metal out of the country, or of sending the coins themselves to be put in the pot elsewhere. This would mean the lessening of the circulation of the coinage and the necessity of minting more coins, at a consequent expense. The Manila *Cableman* is our authority for the statement that already some Chinese have sent to Hongkong and Singapore quantities of the money, to prevent the practice, which may involve the loss of a large sum, of sending the coins to the melting pot. The article in question was based upon reports, which appeared in the Manila

press, of a judgment delivered in one of the Courts of that dependency on the subject of an insurance claim. In the first place, it should be remembered that every English journalist starts his professional career with a strict injunction to be accurate in his facts at whatever cost. Accuracy above all things is his aim and ambition in the most ordinary affairs, but the acme of accuracy is reached in the reporting of judicial arguments and judgments. Whenever a judgment is given from the Bench it is the first care of the Court reporter to render that judgment carefully and exactly, if it has to be condensed, the condensation is made with the closest attention to detail; and every endeavour is made to give the summarised judgment with clearness, so that no false impression may be left on the reader's mind, as to the terms or meaning of the Bench's dicta. So much for the English journalist and the English newspaper. The result of this determination to be accurate at all hazards is that readers accept the judgments, whether the *ipsissima verba* are given or they are reported in brief, with absolute faith in the accuracy of the reported statement, and it is seldom indeed that their confidence is misplaced. But it is to be feared that our friends in Manila are not always to be commended on the standard of accuracy which they have erected for themselves. The judgment in the insurance case in question as published in the Manila newspapers showed quite correctly that a widow's claim against the New York Life had failed, but the suggestion was that it had failed on a technicality and that the widow had been wronged by the wording of the law—in fact, that she had been legally, though not morally, dispossessed of the insurance money due to her under the policy taken out by her late husband. It is highly probable that the Manila papers were themselves misled by the terms of the statement of claim, and we can well understand how a busy office would unintentionally blunder over an extremely technical question of law. But just as it cannot be suggested that we had any feeling against the New York Life, so the Manila papers have in all likelihood found themselves unwittingly out of accord with that Insurance Company. At all events, the claim was essentially mis-stated and therefore was open to misconception by those unaware of the whole facts. The judgment was given for the New York Life but not on a technicality, but under circumstances and on evidence which must have lost the case for the plaintiff if tried before an English instead of an American tribunal. Seeing then that the terms of the claim were wrongly set forth, and as published conveyed a misleading because erroneous suggestion, and that the whole point of the defence was missed—naturally our deductions as to the effect of the judgment were based on a false impression of the circumstances for which we could hardly be held responsible. Any argument submitted by us as to the unfair conditions imposed on insurers in the New York Life was without force because it had no foundation in fact. We gladly publish the facts as given by the Hongkong chief of the New York Life, and must express our sincere regret that through our reliance on the accuracy of the Manila report we were led astray. Of course, we have no animus against the New York Life or any other company; but *humanum est errare*, and we erred although actuated by the purest of motives, viz., the protection of those who through ignorance are usually believed to be unable to help themselves. However, with the publication of Mr. Hassan's letter the situation is cleared up, and with this expression of our regret that we should have unwittingly and unintentionally injured in the smallest degree the reputation of the New York Life, we trust the incident is closed.

making it a crime, punishable with a heavy fine and imprisonment, and the confiscation of the coins. Following is the text of the Act in full:—  
(No. 1411.)—An Act for the purpose of maintaining the parity of the Philippine currency in accordance with the provisions of sections nine and six of the Act of Congress approved March second, nineteen hundred and three, by prohibiting the exportation from Philippine islands of Philippine silver coins, and for other purposes.

By authority of the United States, be it enacted by the Philippine Commission that:—  
Section 1. The exportation from the Philippine islands of Philippine silver coins, coined by authority of the Act of Congress approved March second, nineteen hundred and three, or of bullion made by melting or otherwise mutilating such coins, is hereby prohibited, and any of the aforementioned silver coins or bullion which is exported, or of which the exportation is attempted, subsequent to the passage of this Act, and contrary to its provisions, shall be liable to forfeiture under due process of law, and one-third of the sum or value of bullion so forfeited shall be payable to the person upon whose information given to the proper authorities, the seizure of the money or bullion is forfeited, and the other two-thirds shall be paid to the Philippine Government, and accrue to the Gold Standard Fund. Provided, that the prohibition therein contained shall not apply to sums of twenty-five pesos or less carried by passengers leaving the Philippine islands.

Section 2. The exportation or the attempt to export Philippine silver coins, or bullion made from such coins, from the Philippine islands contrary to law is hereby declared to be a criminal offence punishable, in addition to the forfeiture of said coins or bullion as above provided, by a fine not to exceed ten thousand pesos, or by imprisonment for a period not to exceed one year, or both, in the discretion of the Court.

Section 3. The provisions of section one of this Act shall be enforced by the Collectors of Customs for the Philippine islands, in accordance with the provisions of Acts numbered three hundred and fifty-five as amended, eight hundred and sixty-four as amended, and four hundred and five, except that the coins or bullion seized and forfeited under the provisions of this Act shall not be sold at auction, but shall, as provided in section one of the Act, be paid into the Treasurer of the Philippine Islands to the credit of the Gold Standard Fund and the sum due to the informer shall be paid by the Treasurer from that fund.

Section 4. The public good requiring the speedy enactment of this Bill, the passage of the same is hereby expedited in accordance with section two of "An Act prescribing the order of procedure by the Commission in the enactment of laws," passed September twenty-sixth, nineteen hundred and one.

Section 5. This Act shall take effect on its passage.

Enacted, November 17, 1905.

### THE VLADIVOSTOK "INCIDENT."

(22nd November.)

It can hardly be doubted, in face of the private telegrams we publish to-day—through the medium and courtesy of the Hongkong manager of the Hamburg-America Line—that the riots which occurred at Vladivostok have been exaggerated out of all proportion to their real value. A temporary ebullition of spirits among the hysterical garrison at Vladivostok has been magnified into a semi-revolutionary movement. There is always an inclination among the excitable of a nation to lose control of themselves at the conclusion of a great war. Instead of being satiated by the reports of carnage and disaster, they are incited to let loose the native instincts of the uncurbed animal. Apparently that is what happened in the garrison quarters of Vladivostok. What was really an outbreak of insubordination among a group of soldiers, of revolt against discipline—all the more forcible because in war time discipline is, to a certain extent, relaxed—has grown in the eyes of the world-artist to a revolution, or an emeute, or at all events something which found its origin in the national conditions of Russia. Shops were being looted, wharves demolished, godowns burned by incendiaries, people killed by the score and all the rest of it. Thank providence, the matter-of-fact telegrams received by the Hamburg-America Line knock all that bluster on the head. Hongkong is so deeply interested in everything concerning Vladivostok, that we cannot view unmoved anything that happens in the only Russian seaport in the north. Our trade is affected, cargoes are detained, and the general passage of business is dislocated and disorganised. Too long already has the trade of Hongkong, so far as the shipping business is concerned, remained in a sluggish condition, and just when it seemed on the point of returning to its normal condition these rumours and reports from Vladivostok gave it a momentary set-back. Fortunately, it was only momentary, but trade is so susceptible to passing currents, and swayed by the winds of popular opinion, that not infrequently a momentary loss means an annual decline. In this case, however, there is nothing of that sort to be feared. "Send on our cargo immediately!" might almost be adopted as a watchword. Messrs. Lamke and Rogge had a melancholy freight report to submit to their patrons last week; they were obliged to look for the silver lining in the prospective rice trade from Saigon. This week there should be a more reassuring statement, especially seeing that all their predictions as to a poor crop in Japan have come true to the letter. With Vladivostok open in the far north, and Japan requiring supplies from the south, the shipping trade of Hongkong should experience a marked revival in the immediate future, and the hopes of shipping firms be fulfilled. The Vladivostok incident, however, is valuable as a pointer to show how intimate is the relation between Hongkong and any important port in the north.

### SILVER FOR CHINA.

How fallacious was the argument lately advanced, that the end of the recent war would witness a sudden decline in the value of silver, is becoming more and more apparent every day. Yesterday we learned how the Government of the Philippine Islands—awakening to a realisation of the fact that with the increasing value of bullion silver, and the value of the Philippine silver coins being equal to or more than their face value, there was a possibility of traders or financiers profiting at the expense of the Government—has just passed an Act prohibiting the exportation of Philippine coins under heavy penalties. That was due to the fact that it was generally believed some Chinese merchants in Manila, possessing a keen understanding of the situation, were exporting, at a profit to themselves, Philippine money to Hongkong and Singapore. But if that source of supply is dried up there are still ample sources open. The steamship *Tartar*, recently arrived with the largest shipment of silver for China that has ever come from Vancouver. The value of the bullion was put at over \$4,000,000, and it was estimated to weigh a ton and a half. The silver, we are told, was extracted from mines in Kootenay and Boundary, and produced at the Canadian Reduction Works in Trail, British Columbia. The consignment by the *Tartar* was intended for the Hongkong and Shanghai Banking Corporation, and formed part of a continuous supply from Trail to the East since 1903. It is believed that the demand for silver by the Hongkong and Shanghai Banking Corporation will increase in the very near future, and to meet that the reduction works are being greatly enlarged in every direction. The silver, it is reported, is supplied by the Corporation to the Chinese mints at Canton and Tientsin, whose demands are practically unlimited. From this it will be recognised that the influence and power of the Corporation is increasing and widening every day. The Colony that has the strength of the Hongkong and Shanghai Bank at its back cannot lag behind in the progress of the world, for it is evident that this Corporation wields a potential power whose ramifications cannot be measured by national boundaries. Fortunately, the Government of Hongkong has seen fit to utilise the advantages possessed by the presence of the headquarters of the Bank here, which must be gratifying to all interested in the business interests of the port. But, to return to the silver question, this immense consignment of silver, valued at over \$4,000,000, is significant of the rising value of the metal, and it cannot afford much hope that the monetary value of silver is likely to fall, at least for the present.

### THE SUGAR INDUSTRY.

Though the prices of sugar in the markets of the world already did, and always will fluctuate, as they are governed by the question of supply and demand, the acreage in Europe sown to sugar beets has steadily grown. While it, too, had its ups and downs, the number of acres devoted to the beet-sugar industry has almost been trebled within the last twenty-five years, as will be seen from the following table recently published by Otto Licht, the veteran sugar statistician:

| Campaigns. | Acres.    |
|------------|-----------|
| 1881-82    | 1,976,383 |
| 1882-83    | 2,086,120 |
| 1883-84    | 2,346,404 |
| 1884-85    | 2,690,020 |
| 1885-86    | 2,701,461 |
| 1886-87    | 2,143,154 |
| 1887-88    | 2,402,220 |
| 1888-89    | 2,184,092 |
| 1889-90    | 2,469,892 |
| 1890-91    | 2,765,371 |
| 1891-92    | 3,008,034 |
| 1892-93    | 3,166,804 |
| 1893-94    | 3,213,470 |
| 1894-95    | 3,484,703 |
| 1895-96    | 3,775,061 |
| 1896-97    | 3,311,671 |
| 1897-98    | 3,780,001 |
| 1898-99    | 3,734,508 |
| 1899-1900  | 3,869,847 |
| 1900-01    | 4,144,046 |
| 1901-02    | 4,572,014 |
| 1902-03    | 4,849,881 |
| 1903-04    | 4,415,667 |
| 1904-05    | 4,338,392 |
| 1905-06    | 3,980,358 |
| 1906-07    | 3,743,037 |

These figures have a special interest to Hongkong, since there is some relation between the beet production in Europe and one of the most important of the local industries, viz., the refining of cane sugar. It was seen last year that when the beet crop in Europe failed to reach anticipations and the supply was consequently short of the growing demand, there arose an unpremeditated appreciation in the value of the cane product, with the resulting benefits to the two local mills which did not fail to take full advantage of the situation. From the above figures it does not appear that the increase in the acreage sown to beet for sugar is progressing in the same ratio that the demand for the product has grown. There is no authoritative figure available at the moment to establish an accurate comparison, but taking the figures for the increase in the East, the demand for cane sugar is safe to say that the latter industry is capable of holding its own, especially in view of the fact that the bounty formerly derivable by beet growers has since been nullified by the Sugar Convention to which Great Britain, with her Colonies, is one of the signatory States.

### HONGKONG HORTICULTURAL SOCIETY.

(23rd November.)  
All who claim in any way to be interested in the horticultural industry, will be







7B MARXOSTOE ENKOLZ

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inconsistent with the principle of equal opportunity. This clearly means the frustration of Russian designs, which have had been possible for many of the last ten years and the application of the open-door principle to the whole of Manchuria. Art. IV has made the Chinese position with regard to the administration of Manchuria, while the provisions of Arts. V to VII relate to the securing of Japan's rights and interests in the territory. In other words, while Russia will only have to withdraw from the position of a dominant power in Manchuria, Japan will ward and elaborate new means of administration. China, on her part, must also renounce her method of administration in Manchuria which has been restored to her as a result of the war. It is quite possible that the Chinese idea of the administration of Manchuria may not coincide with the principle of the open-door and equal opportunity aimed at by Japan. Although we are not yet in a position to clearly state what the Japanese and Chinese governments intend about to negotiate, the possibilities are so numerous that it is probable that it will be known to the public in a general way.

There may be many things for the Japanese to do in Manchuria, the *Lehman* continues, yet it must be understood that with the exception of the rights and interests stipulated for in the Treaty of Peace, such as railway and mining, they must be prepared to do everything

the Japanese organs in the Shanghai press. A great deal of "black" propaganda is

on an equal footing with the people of other countries. The returns for 1903 show that the total amount of foreign goods imported into Manchuria by water during the year was only 67 million yen in value. The amount is certainly not large considering that the extent of Manchuria is equal to 364,000 square miles, inhabited by 23 million people. Of the goods imported 18 per cent were American.

can 6 per cent, Indians 0.7 per cent, Japanese 0.6 per cent, and others 6.6 per cent. British. Though the Japanese share of imports amounted to ¥4,300,000 in value, this was not due to a disproportionately large share of Japan's exports to India, but to the fact that Japan's share of the total exports of India to the world did not exceed ¥4,300,000. The Japanese share of the business of Japan's trade with Manchuria is even more surprising than the comparatively small share of the sea-borne commerce. Apparently there is no ample room for Japanese merchants together with those of other countries to develop Manchurian trade. With regard to agriculture, forestry, and mining, the Russians have hitherto been the only ones who have undertaken these industries. In the future, however, their influence will be withdrawn from South-Manchuria, and the Russians leaving the four million Manchurians and a few Japanese at Harbin, and a few hundred Russians, there will be many enterprises upon which there would be well for the Japanese to launch at once. Except for the special interests acquired

by Japan; everything is therefore open to free international competition. This may be inimical to the interests of the Japanese, but the acceleration of the opening up of Manchuria by this means must be heartily welcomed. Manchuria is too large a field to allow of petty jealousies and rivalries, and there are many rich resources awaiting development at the hands of the enterprising. — *Chronicle*.

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## SINGAPORE HARBOUR SCHEME.

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### THE QUESTION OF CONTRACTS.

At the meeting of the Singapore Legislative Council on the 10th inst., Mr. Anderson, addressing the Chairman, said:—“Having reference to what has appeared in Singapore newspapers of the past week on the subject of prospective tenders or contracts for Singapore Harbour Works:—

- (1) Will Government inform this Council fully of the position of this matter, more particularly as to the relationship thereof of the existing of the Chairman for the ‘Singapore Harbour Works and of the Crown Agents for the Colonies? and—
- (2) Is Government able to give this Council

(3) Is Government able to give this Council an assurance that any contract concluded for construction of the Singapore Harbour Works will be so framed as to admit of the contractors utilising local institutions or enterprise in such

In response to these questions the Acting Colonial Secretary gave the following replies:

Question 1.—It will be remembered that, on 1st July, a motion was agreed to by this Council, approving of tenders being invited for the construction of the works proposed in the Report of Messrs. Coode, Son and Matthews, dated 15th February, 1904.

Tenders have accordingly been invited, and are receivable in London not later than 15th January, 1905.

The Consulting Engineers have prepared the plans and specifications, and are responsible for them and they will also be responsible for the engineering supervision of the execution of the contract.

The invitations to tender were issued to eight firms, who are on the Admiralty list for works of the description contemplated. They are all substantial firms, accustomed to the construction of works of the class required, and are ra-

Under the contract, the **contractors** will have to provide all plant, implements, dredgers, floating craft and materials of every description required for the works to be carried out. No materials, whatever, nor any plant will be ordered or supplied by the Crown Agents, or furnished through their department.

all such matters to Representatives in England and the Colonial Government, and as such approval will sign the contract on behalf of the Government, and through them any breach will have to be enforced.

Question 1.—There are no conditions in the contract which will hamper or exclude persons or firms in the Colony from supplying such materials. The Colonial Government may desire to purchase locally provided the quality of such materials is as good as that of such materials supplied by persons, say, as is usual, submitted to and approved by the Resident Engineer or the Consulting Engineers.

Question 2.—The specification has been drawn with the idea of utilizing local industries and the use of local materials, but the fullest possible use of such materials, of course, being subject to the approval of the Resident and Consulting Engineers in the usual manner.

The work to be done is of such a character that the use of the materials will be obtained in the local labour will also be almost exclusively drawn from the Colony.

AN agreement relating to the withdrawal of the troops in North Korea was signed on the 26th and instant between the Commanders of the Japanese and Russian armies. It was agreed that the Russian troops should retire to the left bank of the Tuman between the 38th and 40th instant, and that the Japanese army should withdraw its outposts accordingly. It was also agreed that the withdrawal of the Russian troops should be completed by the 28th instant.



## CRIMINAL SESSIONS.

## NOT MURDER, BUT MANSLAUGHTER.

Adjudged on Saturday last the Criminal Sessions were resumed this morning, His Lordship, Sir Francis Pigott, Chief Justice, presiding. The first case on the calendar was that against Lo Kuei-ming for murder, and Lo Fat being his brother. The victim, a man aged 62 years, at Au Tau village in the New Territory, under circumstances which have been fully recorded in these columns.

The following jury was empanelled: E. J. Chapman (Foreman), W. D. V. Pigott, R. Wilton, T. Slade, W. Turner, J. F. Miller and P. Hett.

Sir Henry Berkeley, Attorney-General, instructed by Mr. G. Morrell, of the Crown Solicitor's office, appeared for the prosecution, and Mr. H. Slade, instructed by Mr. C. F. Dixon, of Mr. John Hastings' office, defended. Both sides having been heard, the jury after a short retirement, returned a verdict of not guilty against the second defendant on account of want of sufficient evidence, but was accordingly discharged. They found the first defendant guilty of the minor charge of manslaughter, and his Lordship was about to pronounce sentence, when Mr. Slade applied for an arrest of judgment, on the ground of wrong indictment, but this His Lordship overruled and sentenced the first defendant, a man 60 years of age, to three years' imprisonment with hard labour.

The Sessions were then adjourned till 10 a.m. to-morrow.

## UTTERING A FORGED NOTE.

The Criminal Sessions were resumed this morning before His Honour, Sir Francis Pigott, Chief Justice, when Cheung Lee was arraigned on the charge that he had on the 19th October last, at Yau-mai, utter and pass a forged banknote purporting to be a banknote of the Hongkong and Shanghai Banking Corporation. The following jury was empanelled: A. Ritchie (Foreman), E. B. Raymond, K. H. Ship, H. A. A. Schwenfelder, W. J. Terrill, H. C. Newman.

Mr. H. E. Pollock, K.C., instructed by Mr. G. Morrell of the Crown Solicitor's office prosecuted, prisoner being undefended. Mr. R. Nicholson, a clerk in the Hongkong and Shanghai Bank, testified that the note produced was a very bad one. It was badly printed, the numbering was illegible, and the figures "5" were too small. The note was also printed on green paper of Japanese manufacture which the bank does not use.

Evidence was led in support of the above facts. Defendant pleaded ignorance of the fact that the note was not genuine. The jury returned a verdict of not guilty, by a majority of 5 to 2, and the prisoner was accordingly discharged.

The Sessions were then adjourned till to-morrow morning at ten o'clock.

## ROBBERY WITH VIOLENCE.

## FIVE YEARS' HARD LABOUR.

The Criminal Sessions were resumed this morning at the Supreme Court, His Honour Mr. A. G. Wise, Puisne Judge, presiding. The first case called was a charge of assault and robbery with violence. The facts were that on the 17th of July last, Wong Choy and Wong Sun Kwai, at midnight, in the village of Sam Chuen, in the New Territory, did break into the house of Lai Yuen Sam, a grocer, having a shop in the said village, and then by force and threats, they being armed with bamboo poles, forced Lai Yuen Sam to tell them where he kept his valuables. He refused to do this and they tied his hands behind his back, pressed him to the ground, and thrashed him until he told them where the property was. They then opened a drawer of the counter in the shop and took \$21 from it; from the shop, they stole a jacket and umbrella, and then from an inner room they took a revolver and a musket, a watch and chain, and some other small articles with which they made off, and were later arrested on board a lime boat in the harbour.

The following jury were empanelled: Messrs. Peter Dow (Foreman), Kenzie St. Peter, Campbell Glover, Donald Forbes, Harry Eyre, Alexander Bar, and Paul Lowder.

Sir Henry Berkeley, Attorney-General, appeared to prosecute, instructed by Mr. G. Morrell, of the Crown Solicitor's office, defendants were not represented, and pleaded not guilty. Lai Yuen Sam gave evidence in corroboration of the above, and evidence was led. The jury returned a verdict of not guilty against the first prisoner as he was accordingly discharged. Against the second prisoner they returned a verdict of guilty, and he was accordingly sentenced to five years' hard labour and 24 strokes with the birch to be administered as soon as possible. There were two further charges of a similar nature against this prisoner, but the Attorney-General said he would not proceed with them and the jury were directed to return a formal verdict of not guilty, which they did. His Lordship closed the Criminal Sessions.

## ADMIRAL ROJESTVENSKY.

## ARRIVAL AND EMBARKATION AT KOBE.

It is believed that Admiral Rojestsvensky leaves Japan at the present early stage by the interception of the Tsuru through General Daniloff, the Imperial Russian Commissioner. The *Japan Chronicle*, of 14th inst., says: Admiral Rojestsvensky and his staff, consisting of nine officers, left Kyoto yesterday and arrived at Sannomiya Station at noon. He was met at the station by General Daniloff, and both officers drove to the Oriental Hotel. The Admiral and his staff later embarked on the Russian transport *Voronej*.

Admiral Rojestsvensky is a fine distinguished-looking man in appearance, but he looked pale, and when raising his hat on recognising General Daniloff at the Station it was observed that the wound, just above the forehead, still covered by cotton plaster, after a formal talk with the Japanese officers present at the station, the Admiral shook each by the hand and entered the carriage in waiting.

## THE PRISONERS OF WAR.

## LARGE NUMBER EMBARKING AT KOBE.

The *Japan Chronicle* learns from the authorities that over half the total number of Russian prisoners now in Japan are to embark at Kobe. The number is given at 567. Three thousand men are expected in Kobe during 15th inst., Monday, and Tuesday, arriving at Kobe by rail. They will be shipped in the Russian transports *Voronej* and *Vladimir*, the first of which was expected to arrive at Kobe on the 15th and the latter on the 16th.

Colonel Sestakovsky is already in Kobe to take charge of the prisoners, and General Daniloff was expected on the 15th from Tokyo. Lieutenant Colonel Skramov will represent the Japanese Government at Kobe.

## THE CHINA TRADERS' INSURANCE CO., LD.

The report for presentation to the shareholders at the thirty-ninth ordinary meeting, to be held at the company's offices on Saturday, the 16th prox., at noon, is as follows:—The directors have now to lay before the shareholders the accompanying statement of accounts for the year ended 30th April last. The net premium amount to \$1,509,844.06, and the working account shows a balance at credit of \$239,172.57, which sum the directors recommend be appropriated in the following manner:—

A dividend of 18 per cent to shareholders (\$4.50 per share).....\$108,000.00  
A dividend of 18 per cent on bonus bearing contributions, (payable to contributors whether shareholders or not).....70,000.00  
Balance to underwriting suspense account to close the year.....61,172.57

Directors.—Messrs. E. Ormiston and M. Schubart, retired from the Board during the year; Messrs. A. R. Linton and C. R. Lenzmann, accepted invitations from the directors to fill the vacancies and their appointment will be submitted for the confirmation of shareholders. Messrs. C. R. Lenzmann and A. Haupt retire by rotation and offer themselves for re-election. Auditors.—The annexed accounts have been audited by Messrs. T. Arnold and H. U. Jeffries, who offer themselves for re-election.

A. HAUPT, Chairman.

Hongkong, 20th November, 1905.

Following is the statement of account for the year ending 30th April, 1905.

| Assets.                                                                                 |                |
|-----------------------------------------------------------------------------------------|----------------|
| Cash in hand.....                                                                       | \$ 30,496.56   |
| Fixed deposits with Banks in Hongkong.....                                              | 320,000.00     |
| Invested in mortgages of properties in Hongkong.....                                    | \$609,000.00   |
| Invested in mortgages of properties in Shanghai.....                                    | 352,739.72     |
| Bonds of Chinese Imperial Government Loan, 1886, 111 bonds at Tls. 250—Tls. 27,750..... | 35,586.57      |
| Shanghai Waterworks Co., Ltd., debentures.....                                          | 5,479.45       |
| London Branch:—                                                                         |                |
| Cash in hand and in course of collection \$ 81,056.92                                   |                |
| Fixed deposits with Banks.....                                                          | 160,000.00     |
| Travancore tea estates debentures.....                                                  | 10,000.00      |
| Imperial Japanese 6½ sterling loan.....                                                 | 45,250.00      |
| Imperial Japanese 4½ sterling loan.....                                                 | 24,075.00      |
| South Australia 4½ inscribed stock of 1884.....                                         | 52,312.50      |
| Queenland 4½ debenture bonds.....                                                       | 50,250.00      |
| Chinese Government 5½ customs loan.....                                                 | 72,775.00      |
| Leasehold property.....                                                                 | 235,000.00     |
| 73 Cornhill.....                                                                        | 730,219.42     |
| Australasian Branches:—                                                                 |                |
| Cash in hand, in course of collection, and on fixed deposit.....                        | 201,273.17     |
| Shanghai Branch:—                                                                       |                |
| Cash in hand, in course of collection, and on fixed deposit.....                        | 59,677.79      |
| Yokohama Branch:—                                                                       |                |
| Cash in hand, in course of collection, on fixed deposit.....                            | \$ 58,399.92   |
| Deposit with Japanese Government.....                                                   | 100,000.00     |
| Imperial Japanese Exchange Bonds.....                                                   | 11,120.00      |
| Interest accrued, but not yet payable.....                                              | 3,516.78       |
| Furniture at head office, and branches.....                                             | 8,866.83       |
| Sundry debtors.....                                                                     | 40,526.26      |
|                                                                                         | \$2,626,113.47 |

| Liabilities.                       |                |
|------------------------------------|----------------|
| Capital subscribed.....            | \$3,000,000    |
| Paid up \$25 on 24,000 shares..... | \$600,000.00   |
| Reserve fund.....                  | 950,000.00     |
| Insurance fund.....                | 160,218.07     |
| Exchange fluctuation account.....  | 235,783.07     |
| Underwriting suspense account..... | 11,389.01      |
| Dividends outstanding.....         | 218,098.41     |
| Sundry creditors.....              | 239,172.57     |
| Balance of working account.....    | \$2,626,113.47 |

| WORKING ACCOUNT.                                                 |                |
|------------------------------------------------------------------|----------------|
| To losses.....                                                   | \$1,429,568.28 |
| „ charges, survey fees, &c.....                                  | 243,715.69     |
| „ directors' and auditors' fees at head office and branches..... | 10,113.01      |
| „ exchange.....                                                  | 1,373.80       |
| „ balance.....                                                   | 239,172.57     |
|                                                                  | \$1,924,943.35 |

|                                                                         |                |
|-------------------------------------------------------------------------|----------------|
| By premium re-insurances, re-tura premia and commissions \$1,809,844.06 |                |
| „ interest.....                                                         | 123,972.40     |
| „ transfer fees.....                                                    | 126.89         |
|                                                                         | \$1,934,043.35 |

| RESERVE FUND.                                    |              |
|--------------------------------------------------|--------------|
| To Balance on 31st October, 1905.....            | \$950,000.00 |
| By Balance on 31st October, 1904.....            | \$900,000.00 |
| „ Amount transferred from 1903-1904 Account..... | 50,000.00    |
|                                                  | \$950,000.00 |

Hongkong, 31st October, 1905.  
JAMES WHITTALL, Secretary.  
Sterling exchange taken at 2½ per dollar. We have compared the above statements with the books, vouchers, and securities of the Company, and found the same correct.  
L. ARNOLD, H. U. JEFFRIES, Auditors.

## ROBBERY WITH VIOLENCE.

At the Magistracy this morning, Chong Fuk Tin and another were charged by Ip Chiu master of a licensed fishing boat, with beating him and robbing him of \$15.50, on the 11th inst. in Deepwater Bay. The accused told of bamboo and indicated a deep and long scarp-wound besides several severe contusions on his shoulder and arm, necessitating his removal to hospital.

Inspector Langley was in charge of the case. It appears that these affairs are of frequent occurrence, but it is difficult to get hold of the culprits as a portion of the land along the Bay is Chinese Territory, and men go ashore and disappear there, and cannot be got at, as the authorities declare they cannot interfere in occurrences that take place in Chinese waters. The case is proceeding.

## HONGKONG HORTICULTURAL SOCIETY.

## PROPOSED FORMATION.

Mr. S. T. Dunn, superintendent of the Botanical and Arborescent Department, informs us that a public meeting will be held in the City Hall at half-past four, on Friday, December 9th, for the purpose of forming a Horticultural Society in Hongkong.

His Excellency Sir Matthew Nathan has most kindly consented to preside. Should such a society be formed His Excellency the Governor and the following other gentlemen have signified their willingness to support it, viz., Patrons: H. E. Sir Matthew Nathan, K.C.M.G., H. R. Macdonald Villiers, Esq., M.S., Hon. Sir Paul Chater, C.M.S., President: His Honour Sir Francis Pigott, Kt.

The scope and organization of the Society will be discussed at the meeting, and it is hoped that as many ladies and gentlemen as possible will attend in order that a Society may be formed which will meet with general acceptance.

## THE INTERNATIONAL OILTION MANUFACTURING CO., LD.

The annual meeting of this Company was held at Shanghai on the 14th inst. There were present:—W. H. H. Postle (Chairman), Messrs. J. N. Jameson, C. Iburg, F. Aycough, M. March, and Chew Shing-ching (Directors), K. W. Campbell J. P. Seaman, F. E. Taylor, Liu Chang-yin, Sen Ming-yue, Walter C. Wood (Mill Manager), and G. Willeumier (Secretary).

The notice convening the meeting having been read.

The Chairman said:—The Directors trust the Report and Accounts now submitted will meet with the approval of the shareholders. It must not be considered a matter of regret that with such good results no dividend can be recommended; your Directors believe that you will see the desirability (not to say the necessity) of following the course they propose; to carry on the mill properly more capital is required, and failing the issue of debentures, the only source from which this can be obtainable is to retain any profits made until a sufficient amount has been accumulated; last year has done a great deal towards this end, and given a continuance of profitable working, the Mill will soon be in an excellent financial position. It may not be out of place to remind you that the mill cost Tls. 267,000 more than the amount of capital raised, and you can see from the accounts before you that it requires Tls. 200,000 to provide for stocks of material. This year of working capital has entailed continual trouble to your Directors and is responsible for some of the unavoidable results of the past. The amount written off plant and machinery may seem large but the total writings off (including this) for the nine years the mill has been working is rather less than 25 per cent. When the prospectus of this mill was issued it was thought that 7½ per cent per annum would have to be paid off but we have not come near that. It will be seen that the position of the debenture holders is a very excellent one; the stipulation that 25 per cent of net profits should go to the Trustees for their redemption was made in the expectation that all the debentures, authorized, would be taken up; the small proportion issued makes this a very onerous condition, and unless the debentures come into favour the mill will be paid off at 200 per cent. It will be noted with satisfaction that loans (bank and otherwise) which last year stood at Tls. 338,000 have been reduced to Tls. 180,000. The mill under the efficient management of Mr. Wood, supported by his staff, has been maintained in thorough working order during the year and our year will bear favourable comparison with any produced locally.

Questions were asked and the following resolutions were carried unanimously without remark:—

Proposed by the Chairman, seconded by Mr. Jameson.—That the report and accounts for the year ended the 30th of September 1905, as presented, be accepted and passed.

Proposed by the Chairman, seconded by Mr. Chew Shing-ching.—That the election of Messrs. F. Aycough and M. March to the Board of Directors be confirmed.

Proposed by Mr. Jameson, seconded by Mr. Aycough.—That Mr. W. H. Postle be re-elected a director.

Proposed by Mr. Seaman, seconded by Mr. Taylor.—That Mr. Arthur R. Leake, Chartered Accountant, be re-elected auditor for the present year.

The meeting then ended.

## BIG FIRE AT HANKOW.

Supplementing our Shanghai telegram of the 9th inst., the following particulars of the big fire at Hankow are taken from a recent issue of the *Shanghai Times*:—

On 4th inst., about 11.00 a.m., a fire broke out in the native town of Hankow. The strong wind simply helped to enhance the destructive power of that devouring element—fire. All the houses, big and small, old and new, around the chapel were reduced to ashes, while the church-building with its whole compound received but little damage.

The people were much surprised at seeing this singular instance, and they hardly concluded that there must have been some supernatural spirit that had extended a protective hand.

Another low and wooden house escaped from the fatal grasp of the furious flames. People said that it owed its salvation to the pious and filial devotion of a widow to her mother-in-law in the house.

The impetuosity of the fire did not abate till 5.00 p.m. During the six hours of destruction, the number of houses burnt was estimated at over two thousand, and it was believed that two or three hundred lives were lost. Had the fire not broken out in the day time, a loss equal in magnitude and area to the conflagration of about five years ago might have once more been sustained by this "Centre of Commerce."

## THE NIPPON YUSEN KAISHA.

## EXTENSION OF FOREIGN SERVICES.

The *Japan Chronicle* understands that the Nippon Yusen Kaisha, in consultation with the Government authorities, has been considering measures for the development of its various lines now that the war is over. It is stated the company does not intend establishing new lines but proposes more frequent services on the European, Bombay, Seattle, and Australasia lines with vessels of larger tonnage than those in use before the war. The coasting trade will not receive particular attention, but the company will extend its services to China, Korea, and Vladivostok. As funds will be required for new steamers, &c., it is proposed to use a portion of the reserve, which now amounts to ¥10,000,000.

## DEPARTURE OF RUSSIAN PRISONERS FROM KOBE.

## A REMARKABLE SCENE.

The *Japan Chronicle* of 14th inst. says:—The two extremes of the fortunes of war were curiously contrasted on Sunday at Kobe. Trains laden with triumphant Japanese troops and dejected Russian prisoners arrived simultaneously at the railway station. Crowds were waiting in the streets, some anxious to greet friends and relatives, others curious to see the departing exiles. The first detachment of Russian prisoners arrived at Kobe at eight o'clock in the morning, and were quickly on the march to the Minatogawa, guarded by Japanese soldiers. Arrived close by the water-side, they were ranged up into some semblance of order, forming seven companies of about one hundred each.

It would be difficult to imagine a body of men presenting a more deplorable appearance than did these unfortunate Russians. Ragged and dishevelled, clothed in a variety of coats and hats, many having their tunics fastened to their bodies with string, they looked as uncouth and unlike men with the slightest military training as one could imagine.

It is not kind to criticize men placed in such a position as were these Russians, and it is impossible to see them without a sense of sympathy and shame that men could be brought so low through no fault of their own. The majority of the prisoners gave an observer the impression of being simple peasants—men who had perhaps almost ignorant of the existence of the war until forced into the murderous trade of militarism. Each had a few bundles, trifles precious to the down and out, and some carried blankets, kettles, and mugs. They stood on the vacant ground at Minatogawa patiently awaiting developments, and seemed to display but a languid interest in the proceedings.

The Russian commissioners for the transfer of the prisoners were already on the spot, and held a consultation with the Japanese officers in charge. A few minutes' conversation, and Colonel Sestakovsky, an elderly man of martial bearing, shouted a command. The ranks of Russians turned and faced the ocean, which they gazed at for some time, and then they were fired. The Japanese sentries at once quitted their posts, and the doctors attached to the Russian Commissioner's staff commenced a careful inspection of the men, particularly scrutinizing their eyes. When this was completed, the number of men present was carefully checked by several officials, and at last the order was given to march.

Away they went in double file across the sandy ground down to the water's edge, where the junks were lying in readiness to carry them. They were to be transported, which were lying about a mile from the shore. They quickly tumbled into these craft, and were towed away to the distant ships, but even when they felt themselves upon the sea again, there seemed to be no lightening of the dull despair to be seen upon their faces.

Soon after five o'clock another trainload of prisoners, about 600 in number, arrived at Kobe, and were quartered for the night at the quarantine station and adjacent hotels. Sunday's arrivals consequently totalled over 1,500 men.

That the Japanese were sympathetic towards them is undoubted. Occasionally a Russian would be observed to take off his cap to a policeman as the dreary procession moved along, and the friendly salute was invariably returned by the Japanese.

It would be interesting to know if these men are aware that they are not going home, for this might account for the indifference which they show. They are being sent to Vladivostok, not, as most people believed, to be transported by train to European Russia, but to become forced settlers in Siberia, exiles from their homes as much as they had been prisoners in Japan. If they had not known the fate reserved for them, it is not surprising that so many should have petitioned the Japanese Government to allow them to remain in this country and become naturalized. It is extraordinary that men who have fought for their country should be subject to such treatment at the hands of their Government—exiled from homes and their friends, and compelled to remain in what to all intents and purposes is a foreign country. We doubt whether such compulsory settlement will be successful, but we can easily understand that the Russian Government is not anxious for the repatriation of men who for so many months have been captives in a country where the administration is honest and the people have the rights of free men.

## THE JAPAN-CHINA NEGOTIATIONS.

## BARON KOMURA'S DEPARTURE.

The *Kobe Herald* of 9th inst. says:—Baron Komura, Minister of Foreign Affairs, left Kobe yesterday afternoon by the 1.20 train. Among those present to see them off were Count Katsura, the Prime Minister, all the other Ministers of State, Admiral Ito, Mr. Chinda, Vice Foreign Minister, the British Ambassador, the Chinese and other foreign Ministers at Tokyo, and a large number of Japanese officers and officials. Both the station and the route along which the Baron passed were lined with all intents and purposes a foreign country. We doubt whether such compulsory settlement will be successful, but we can easily understand that the Russian Government is not anxious for the repatriation of men who for so many months have been captives in a country where the administration is honest and the people have the rights of free men.

A Peking telegram to the Mainichi states that Mr. Uchida, Japanese Minister at Peking, estimated to the Chinese Foreign Department on the 4th that Baron Komura would arrive at the capital on the 12th. The Chinese Government has appointed Prince Ching and another high official as its Commissioners for the negotiations.

The Vorozdu makes the following comments on Baron Komura's mission to Peking:—We are afraid that Baron Komura will find a hard nut to crack. It is reported that China has demanded from Japan an indemnity for the spoliation losses she suffered in Manchuria, on account of the war. Presuming that the report is true, we cannot but be surprised at the impudence of China. Of course, Baron Komura will lend no ear to such a demand, if any has really been made. Not only that, but we hope he will make a counter-demand for some substantial expression of her gratitude for all Japan has done on her behalf during the past one year and a half. Japan engaged in the late costly war partly for her own sake, but none can deny that she did so for China's sake too. At the cost of many thousands lives our Army drove the Russians away from Manchuria—a feat which China was utterly powerless to perform. Japan is about to restore that region to China. What compensation will China offer for it? It would appear to us that Japan is entitled to demand at least half of the expenses she defrayed during the war.

## SOCIETY OF VINCENT DE PAUL.

## THE "RECORD" BETWEEN HONGKONG AND SINGAPORE.

The committee of the last "Al. Frisco" fête held on the 14th inst., in the compound of the Roman Catholic Cathedral, beg to tender their heartfelt thanks to the ladies and gentlemen who so kindly contributed with their valuable assistance towards the success of the bazaar. Their best thanks are also due to the Press, to Lieut.-Col. A. G. Filton, D.S.O., and officers of the 2nd Batt. (Queen's Own), the Royal West Kent Regiment, for their fine band, Mr. F. Danenberg for the gift of the aerated water, and the public in general, for their very liberal and highly appreciated patronage. The bazaar realized, after paying all expenses, \$2,500.

## GERMAN MAIL LINE.

## THE "RECORD" BETWEEN HONGKONG AND SINGAPORE.

From a Singapore contemporary we learn that the home-bound German mail steamer *Prinzess Alice*, which left Hongkong at noon on Wednesday, 13th inst., arrived at Singapore at 8 a.m. on Sunday, 17th inst., having accomplished the run in 3 days and 20 hours, and that in spite of the fact that the vessel had to slow down to avoid entering the southern port on Saturday night. The "record" between Hongkong and Singapore is held by the German mail steamer *Albatross*, which about two years ago accomplished the run in something like 27 days and seventeen hours, being particularly blown down to Singapore by the N.E. monsoon.

## N. G. L. ENTERPRISE.

## ZAMBOANGA-HONGKONG RUN.

Zamboanga, November 11.—The Zamboanga and Sandakan agents of the North German Lloyd Steamship Company for some time past have been communicating with their company with a view to securing Hongkong connections via their boats for Zamboanga. The result is that on November 13, the *Borneo*, of the North German Lloyd Co. will make her initial monthly run to this port thence to Jolo, Sandakan and back to Hongkong. The *Borneo* is comparatively a new boat, lighted throughout by electricity, and with every appointment up-to-date. Zamboanga is extremely fortunate in getting such a company interested in her future. *Calcutta News*.

## THE AMERICAN BOYCOTT.

## TREATMENT OF CHINESE IN AMERICAN PORTS.

The renewed shipments of flour to China which occurred during the month have given the most practical assurance to American trade interests that the Chinese boycott has been ended. According to the *American Asiatic* of 18th Oct., four million dollars' worth of flour had been ordered by the Chinese Government to the extent to which the boycott had been lifted. Hongkong is yet, however, somewhat unsettled, American flour buyers to some extent still holding off. For a time another great staple of American manufacture was also completely boycotted in China, and even yet the orders for condensed milk and cream are of a nervous character. In the same issue it was noted that the daily taken by labourers in Canton against American goods, was an indication of the extent to which the ramifications of a boycott may go in China. The lesson of the boycott is still with us, and it is a serious lesson. Many of us are still asking why we, as a nation, do not take it seriously, and establish the regime in connection with Chinese travellers which all know is just. There are numerous absurd stories current regarding the American treatment of Chinese, but to those who know, who witness day by day at Pacific Coast ports the real thing, there is only one verdict, and that verdict is that the United States management of the Chinese traffic is disgraceful. It is managed by a rude red-tape which makes the offending individual at our docks oftentimes blush with shame, and which gives to the other kind of offending individual the opportunity for petty revenge which his atrocious nature reveals in. There has been little decency in the management of Chinese at our ports.

The "modern city" is a coming factor in demand in the Orient. Buildings are designed on up-to-date lines. An instance is the splendid addition to the architecture of Hongkong which is now nearing completion, the Hotel Mansions, which has been erected for the Hongkong Hotel Co. The building is one of the largest and most up-to-date in the Colony, being six stories in height, and built in accordance with modern requirements of sanitation, light, and ventilation.

As we explained, each of Mr. Bannerman's assistants took away a few slips of his notes as the Inquiry proceeded and immediately started to transcribe them. With five or six men doing this all day, by five o'clock there was a pretty considerable pile of manuscript waiting to be read over by the shorthand writer. Having been carefully revised and corrected, this typewritten or a special prepared wax sheet known technically as a "stencil." This was afterwards placed on a duplicating machine, and when the ink had sufficiently penetrated to make a good impression the work of running off the requisite number of copies was begun. When sufficient number had been struck off the stencil in this case was destroyed. It is possible to preserve it and use it again, but it was not available in the Old Record Office. Sometimes in taking the impression by some carelessness the stencil gets damaged, and of course it must be typewritten over again. When all the sheets had been printed off, one, each was put together and stitched up in a volume and then the copies were ready for delivery.

In all about 250 people were employed in the preparation of the report. Each European shorthand writer had what is known as a "dictator." That is, a person who dictated the report, and the shorthand writer wrote it down. Of course, it was quite impossible to get any Singaporeans to work all through the night; consequently, arrangements were made for relays of typists to come in at intervals of four hours each, which was considered a good enough day's work for a man living in the Colony; and in this way there was no break in the continuous work.

Then, as to the duplicating of the copies. At first it was supposed that a few copies would be sufficient, but so many people wanted them that on most days four times that number was supplied, and on some occasions even more than that. In the duplicating process one of the European staff fixed the stencils on the machines and started the workmen taking off the impressions, and at intervals of four hours all through the day and night a staff of twenty Chinese, who were constantly employed, if any of our readers would like to make a practical experiment of what the work of reporting in this Arbitration really means, let him sit down and write out a closely printed column of the *Times* newspaper, which contains over 2,000 words, twenty to twenty-five times every day for nine or ten days, and afterwards produce forty or fifty copies of the whole thing, and he will give an idea of what was needed of the staff men to whom the task of reporting the Arbitration was entrusted.

The Old Record Office was improved for the accommodation of the staff by having an intended for many people as indicated in the above paragraph, and although penknives were rigged up, it is mentioned that the light was obtained from a thousand candle-power lamp suspended from the ceiling, and the heat was kept under control by the use of fans. The staff were very comfortable and healthy, and when Mr. Bannerman was in the office, the fact was frequently observed that they were too busy to become ill.

## SINGAPORE DOCKS ARBITRATION.

## HOW IT WAS REPORTED.

"Now the burly-burly's over, Now the battle's lost and won," perhaps it may not be uninteresting to our readers if we give them a few particulars of the way in which the official report of the Tanjong Pagar Arbitration was produced. As we have explained in Singapore, the satisfactory discharge of such an undertaking and the advantage of a reliable verbal report of the proceedings was fully realized by all concerned, it was decided to bring a staff from England, and the work was entrusted to Mr. Geo. Leslie Bannerman, a well-known and capable shorthand writer. Mr. Bannerman has had an extensive and varied experience. For the last quarter of a century he has almost continuously been employed on inquiries of an important and often of a confidential character. The Colonial Conferences of 1897 and 1902 were both reported by him, also the private interviews which Mr. Chamberlain had at the Colonial Office with the Boer Generals, at the conclusion of the South African War. The North Sea Incident took Mr. Bannerman to Hull and afterwards to Flanders, where he was reported with equal facility. This is Mr. Bannerman's first trip to the East, but in 1893 at the request of Her Majesty's Government he organized a staff which went all over India and Burma recording the evidence taken by the Opium Commission, of which the *Rt. Hon. Lord Brassey* was Chairman.

In the case of the Singapore Arbitration, it was never for an instant contemplated by anybody that the "Tribunal" would sit more than four or perhaps at the outside, four and a half hours a day, and all the reporting arrangements were made accordingly. Even to the untold it would be obvious that as additional staff, third to each working day is something pretty considerably especially when the staff has to be performed definitely and on less entrancing climatic conditions.















## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China.  
Also widely circulated in Japan, Cochin  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail.  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accurate  
reports of local occurrences, and of matters  
of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively displaying  
advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
at each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the Daily should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap at

## THE HONGKONG TELEGRAPH

## OFFICE

Estimates given for all classes of work on  
application to

THE MANAGER,  
HONGKONG TELEGRAPH CO., LTD.,  
1, Ice House Road,  
Hongkong.

HONGKONG METEOROLOGICAL  
SIGNALS.

## A NEW CODE.

We have received from the Hongkong  
Observatory a new code of meteorological  
signals which comes into force at Hongkong  
on New Year's Day. They are the same as  
those at present in use at Shanghai, and will  
be hoisted on the mast beside the time-ball at  
Kowloon Point for the information of masters  
of vessels leaving the port. They do not necessarily  
imply that bad weather is expected. The  
signals are as follows:—

A cone point upwards indicates a typhoon to  
the North of the Colony.

A cone point upwards and drum below indicates  
a typhoon to the North-East of the  
Colony.

A drum indicates a typhoon to the East of  
the Colony.

A cone point downwards and drum below  
indicates a typhoon to the South-East of the  
Colony.

A cone point downwards indicates a typhoon  
to the South of the Colony.

A cone point downwards and ball below  
indicates a typhoon to the South-West of the  
Colony.

A ball indicates a typhoon to the West of  
the Colony.

A cone point upwards and ball below indicates  
a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is  
believed to be more than 300 miles away from  
the Colony.

Black Signals indicate that the centre is  
believed to be less than 300 miles away from  
the Colony.

The above signals will, as heretofore, be  
hoisted only when typhoons exist in such positions  
or are moving in such directions that information  
regarding them is considered to be of  
importance to the Colony or to shipping leaving  
the harbour.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad  
weather in the Colony and that the wind is  
expected to veer.

Two lanterns hoisted horizontally indicate  
bad weather in the Colony and that the wind is  
expected to back.

The signals are repeated on the flagstaff of  
the Godown Company at Kowloon, and also,  
by day only, at the Harbour Office and on H.  
M's Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching  
typhoons by means of the Typhoon Gun placed  
at the foot of the mast, which is fired whenever  
a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at—

Joint Cable Companies' Office.  
Ferry Company's Pier, Ice House Street,  
Blake Pier.  
Post Office.  
Harbour Office.  
Ferry Company's Pier, Kowloon.

## WEATHER-FORECASTS AND STORM

WARNINGS are exhibited on the above boards  
daily about 11 a.m., and also at other hours,  
day or night, whenever necessary. Information  
of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL  
REGISTER is exhibited at the same place daily  
about noon. It contains observations made at  
Hongkong and at a number of stations in the  
Far East, together with Remarks, Weather-  
forecasts, and information regarding the existence  
and movements of typhoons based thereon.

## SPECIAL INQUIRIES.

Masters of vessels or their agents may,  
whenever necessary, call at the Telegraph  
Company's Office in Connaught Road and  
send telegrams to the Observatory asking for  
special information without charge. Such  
inquiries may also be sent from the Police  
Station at Kowloon Point which is connected  
with the Observatory by telephone.

## THE LAW OF STORMS.

Further information concerning the weather  
to be expected while signals are hoisted, and  
sailing directions, are given in "The Law of  
Storms in the Eastern Seas."

F. G. FROG,

Hongkong Observatory, and January 1906.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & FOTTE. Corrected to noon; later alterations given under "Commercial Intelligence" page 3.

| STOCKS.                                                                       | NO. OF<br>SHARES. | VALUE. | PAID UP. | PORTION AS PER LAST REPORT.                                            |                        | LAST DIVIDEND.                                               | QUOTATIONS.  |
|-------------------------------------------------------------------------------|-------------------|--------|----------|------------------------------------------------------------------------|------------------------|--------------------------------------------------------------|--------------|
|                                                                               |                   |        |          | RESERVE.                                                               | AT WORKING<br>ACCOUNT. |                                                              |              |
| BANKS.                                                                        |                   |        |          |                                                                        |                        |                                                              |              |
| Hongkong & Shanghai Banking Corporation                                       | 20,000            | 1125   | 1125     | 1,000,000<br>38,500,000<br>250,000                                     | \$1,702,728            | 1/16 @ exchange 1/104 = 318.6667<br>for first half-year 1905 | 41 1/2       |
| National Bank of China, Limited                                               | 99,925            | 47     | 45       | 200,000                                                                | \$41,768               | 2s (London 3/6 for 10s)                                      | 3 1/2 buyers |
| MARINE INSURANCES.                                                            |                   |        |          |                                                                        |                        |                                                              |              |
| Canton Insurance Office, Limited                                              | 10,000            | 1250   | 1250     | 1,600,000<br>\$147,865                                                 | \$211,540              | 2s for 1904                                                  | 6 1/2        |
| China Traders' Insurance Company, Limited                                     | 2,000             | 183.33 | 125      | 1,600,000<br>\$191,092<br>\$302,466<br>\$371,445                       | Nil.                   | 2s for year ended 30.1.1904                                  | 5 1/2        |
| North China Insurance Company, Limited                                        | 10,000            | 115    | 115      | 1,000,000<br>Tls. 100,000<br>Tls. 50,000                               | Tls. 302,053           | Final of 7/6 making 15/- for 1904                            | 8 1/2        |
| Union Insurance Society of Canton, Limited                                    | 10,000            | 1250   | 1250     | 1,600,000<br>\$11,451<br>\$1,043,910<br>\$1,152,364                    | \$2,339,112            | 2s for 1904                                                  | 5 1/2        |
| Yangtze Insurance Association, Limited                                        | 8,000             | 1100   | 1100     | 1,600,000<br>\$1,000,000<br>\$1,000,000<br>\$1,000,000                 | \$485,284              | 2s and 3s special dividend for 1903                          | 8 1/2        |
| FIRE INSURANCES.                                                              |                   |        |          |                                                                        |                        |                                                              |              |
| China Fire Insurance Company, Limited                                         | 20,000            | 1100   | 1100     | 1,600,000<br>\$218,93                                                  | \$390,047              | 2s dividend & 2s bonus for 1903                              | 8 1/2        |
| Hongkong Fire Insurance Company, Limited                                      | 8,000             | 1250   | 1250     | 1,600,000<br>\$1,200,505                                               | \$360,372              | 2s for 1903                                                  | 10 1/2       |
| SHIPPING.                                                                     |                   |        |          |                                                                        |                        |                                                              |              |
| China and Manila Steamship Company, Limited                                   | 10,000            | 125    | 125      | 1,600,000<br>\$261,638                                                 | Nil.                   | 2s for 1904                                                  | 11 1/2       |
| Douglas Steamship Company, Limited                                            | 10,000            | 125    | 125      | 1,600,000<br>\$260,000<br>\$260,000<br>\$260,000                       | Nil.                   | 2s for year ended 30.6.1905                                  | 10 1/2       |
| Hongkong, Canton & Macao Steamship Co., Ltd.                                  | 10,000            | 115    | 115      | 1,600,000<br>\$145,376<br>120,000<br>120,000                           | 180 4                  | 2s for first half-year 1905                                  | 7 1/2        |
| Indo-China Steam Navigation Company, Limited                                  | 10,000            | 110    | 110      | 1,600,000<br>121,155<br>21,999                                         | 4,435                  | 12/- @ 1/104 = 86.2051 for 1904                              | 6 1/2        |
| Shanghai Tug and Lighter Company, Limited                                     | 100,000           | 5      | 5        | 1,600,000<br>Tls. 25,000                                               | Tls. 43,762            | Interim of Tls. 2 for 1905                                   | 8 1/2        |
| Do. (Preference)                                                              | 100,000           | 5      | 5        | 1,600,000<br>Tls. 25,000                                               | Tls. 43,762            | Interim of Tls. 1 1/2 for 1905                               | 8 1/2        |
| Shell Transport and Trading Company, Limited                                  | 10,000            | 110    | 110      | 1,600,000<br>\$24,116                                                  | 1929                   | Interim of 1/- (Coupon No. 5) for 1904                       | 4 1/2        |
| Star Ferry Company, Limited                                                   | 10,000            | 110    | 110      | 1,600,000<br>\$24,257                                                  | 1929                   | 2s for year ending 30.1.1905                                 | 5 1/2        |
| Straits Steamship Company, Limited                                            | 10,000            | 110    | 110      | 1,600,000<br>\$21,775                                                  | \$21,231               | 2s for 1904                                                  | 7 1/2        |
| Taku Tug and Lighter Company, Limited                                         | 10,000            | 110    | 110      | 1,600,000<br>Tls. 98,000<br>Tls. 105,479<br>Tls. 28,000<br>Tls. 81,200 | Tls. 4,333             | Interim of Tls. 2 for 1905                                   | 13 1/2       |
| REFINERIES.                                                                   |                   |        |          |                                                                        |                        |                                                              |              |
| China Sugar Refining Company, Limited                                         | 10,000            | 1100   | 1100     | 1,600,000<br>\$150,000                                                 | \$42,812               | Interim of 1s for 1905                                       | 9 1/2        |
| Union Sugar Refining Company, Limited                                         | 7,000             | 1100   | 1100     | 1,600,000<br>Tls. 100,000                                              | Tls. 3,713             | 2s for 1897                                                  | 11 1/2       |
| Yerak Sugar Cultivation Company, Limited                                      | 7,000             | 1100   | 1100     | 1,600,000                                                              | Tls. 3,713             | 2s for year ending 30.6.1904                                 | 11 1/2       |
| MINING.                                                                       |                   |        |          |                                                                        |                        |                                                              |              |
| Chinese Engineering and Mining Company, Ltd.                                  | 1,000,000         | 1      | 1        | 1,600,000<br>26,011                                                    | 15,355                 | Final of 1/- (No. 5)                                         | 11 1/2       |
| Oriental Consolidated Mining Company, Limited                                 | 500,000           | 1      | 1        | 1,600,000<br>none                                                      | 6,672,003              | Interim of 50 cents (gold) for 1905 (No. 5)                  | 11 1/2       |
| Sub-Australian Gold Mining Company, Limited                                   | 50,000            | 1      | 1        | 1,600,000<br>4,873                                                     | 6,674                  | No. 12 of 1/- = 48 cents                                     | 11 1/2       |
| DOCKS, WHARVES & GODOWNS.                                                     |                   |        |          |                                                                        |                        |                                                              |              |
| Amham, (S. C.) Boyd & Co., Limited                                            | 10,000            | 1100   | 1100     | 1,600,000                                                              | Tls. 34,924            | Final of Tls. 8 making Tls. 13 for 1904/5                    | 9 1/2        |
| Fenwick (Geo.) & Co., Limited                                                 | 10,000            | 1100   | 1100     | 1,600,000<br>\$70,000                                                  | \$8,577                | 2s for 1904 on old capital                                   | 11 1/2       |
| Hongkong & Kowloon Wharf and Godown, Co., Ltd.                                | 40,000            | 1100   | 1100     | 1,600,000<br>\$58,473<br>110,000<br>\$500,000                          | \$29,422               | Interim of 2s for 1905                                       | 4 1/2        |
| Hongkong and Whampoa Dock Company, Ltd.                                       | 10,000            | 1100   | 1100     | 1,600,000<br>\$51,500                                                  | \$501,331              | 2s for first half-year 1904                                  | 7 1/2        |
| New Amoy Dock Company, Limited                                                | 10,000            | 1100   | 1100     | 1,600,000<br>\$51,500                                                  | Dr. 10,266             | 2s for 1903                                                  | 7 1/2        |
| Shanghai and Hongkew Wharf Company                                            | 32,000            | 1100   | 1100     | 1,600,000<br>Tls. 48,210<br>Tls. 59,860                                | Tls. 10,711            | Interim of Tls. 6 for 1905                                   | 6 1/2        |
| Yangtze Wharf and Godown Company, Limited                                     | 2,500             | 1100   | 1100     | 1,600,000<br>Tls. 17,500                                               | Tls. 2,762             | 2s for 1904                                                  | 6 1/2        |
| LANDS, HOTELS & BUILDINGS.                                                    |                   |        |          |                                                                        |                        |                                                              |              |
| Star House Hotel Company, Limited (Shanghai)                                  | 10,000            | 1100   | 1100     | 1,600,000<br>Tls. 34,000<br>Tls. 8,000                                 | \$9,028                | 2s for year ended 30.6.1905                                  | 9 1/2        |
| Star House Hotel, Limited (Tientsin)                                          | 7,000             | 1100   | 1100     | 1,600,000<br>Tls. 8,000                                                | Tls. 806               | Interim of Tls. 5 for year 1905/6                            | 8 1/2        |
| Central Stores, Limited                                                       | 123               | 1100   | 1100     | 1,600,000<br>\$15                                                      | \$1,502                | Final of 60 cents making 1.60 for 1904                       | 12 1/2       |
| Do. (Founders)                                                                | 24,000            | 1100   | 1100     | 1,600,000<br>\$15                                                      | \$1,502                | None                                                         | 7 1/2        |
| Do. (New Issue)                                                               | 12,000            | 1100   | 1100     | 1,600,000<br>\$15                                                      | \$1,502                | Preferential of 7 per cent for 1904                          | 7 1/2        |
| Hongkong Hotel Company, Limited                                               | 12,000            | 1100   | 1100     | 1,600,000<br>\$15,087                                                  | \$10,126               | 2s for first half-year 1905                                  | 6 1/2        |
| Hongkong Land Investment and Agency Co., Ltd.                                 | 10,000            | 1100   | 1100     | 1,600,000<br>\$31,000                                                  | \$37,875               | Interim of 2s for 1905                                       | 11 1/2       |
| Hotel des Colonies Company, Limited (Shanghai)                                | 9,000             | 1100   | 1100     | 1,600,000<br>Tls. 20,980                                               | Tls. 7,203             | Interim of Tls. 1                                            | 15 1/2       |
| Hotel Metropole Company, Limited                                              | 2,000             | 1100   | 1100     | 1,600,000<br>\$100                                                     | First year             | Final of 46 making 1s 10 for 1904                            | 9 1/2        |
| Humphreys Estate & Finance Company, Limited                                   | 150,000           | 1100   | 1100     | 1,600,000<br>\$300,994                                                 | \$11,958               | 90 cents for 1904                                            | 7 1/2        |
| Kowloon Land and Building Company, Limited                                    | 6,000             | 1100   | 1100     | 1,600,000<br>none                                                      | \$37                   | 2s for 1904                                                  | 7 1/2        |
| Shanghai Land Investment Company, Limited                                     | 12,000            | 1100   | 1100     | 1,600,000<br>Tls. 828,813                                              | Tls. 40,766            | Interim of Tls. 3 for 1905                                   | 6 1/2        |
| Tientsin Hotel des Colonies, Limited                                          | 1,400             | 1100   | 1100     | 1,600,000<br>none                                                      | Tls. 670               | Interim of Tls. 5 for 1905                                   | 12 1/2       |
| Tientsin Land Investment Company, Limited                                     | 7,726             | 1100   | 1100     | 1,600,000<br>Tls. 67,300                                               | Tls. 725               | Interim of Tls. 5 for 1905                                   | 6 1/2        |
| West Point Building Company, Limited                                          | 12,500            | 1100   | 1100     | 1,600,000<br>none                                                      | \$1,247                | Interim of 1s 1/2 for 1905                                   | 6 1/2        |
| COTTON MILLS.                                                                 |                   |        |          |                                                                        |                        |                                                              |              |
| Two Cotton Spinning and Weaving Company, Ltd.                                 | 15,000            | 1100   | 1100     | 1,600,000<br>none                                                      | Tls. 12,844            | Tls. 4 for year ended 31.10.1903                             | 7 1/2        |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited                 | 125,000           | 1100   | 1100     | 1,600,000<br>\$30,000                                                  | \$33,264               | 2s for the year ending 31.7.1905                             | 7 1/2        |
| International Cotton Manufacturing Company, Ltd.                              | 10,000            | 1100   | 1100     | 1,600,000<br>Tls. 102,000                                              | Tls. 18,718            | Interim of 5 1/2 cts. 1898                                   | 11 1/2       |
| Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.                              | 8,000             | 1100   | 1100     | 1,600,000<br>none                                                      | Tls. 10,000            | Interim of 4 1/2 cts. 1898                                   | 11 1/2       |
| Soy Chee Cotton Spinning Company, Limited                                     | 2,000             | 1100   | 1100     | 1,600,000<br>Tls. 5,618                                                | Tls. 22,050            | 4% for 1907                                                  | 11 1/2       |
| MISCELLANEOUS.                                                                |                   |        |          |                                                                        |                        |                                                              |              |
| Anglo-German Brewing Company, Limited                                         | 4,000             | 1100   | 1100     | 1,600,000<br>none                                                      | \$20                   | None                                                         | 11 1/2       |
| Asbestos Eastern Agency, Limited                                              | 8,664             | 1100   | 1100     | 1,600,000<br>\$314                                                     | \$270                  | 17s per share for 1904                                       | 8 1/2        |
| Campbell, Moore & Co., Limited                                                | 1,000             | 1100   | 1100     | 1,600,000<br>\$8,000                                                   | \$1,182                | 2s for 1904                                                  | 10 1/2       |
| China-Borneo Company, Limited                                                 | 10,000            | 1100   | 1100     | 1,600,000<br>none                                                      | Nil.                   | 2s for 1904                                                  | 10 1/2       |
| China Flour Mill Co., Limited                                                 | 10,000            | 1100   | 1100     | 1,600,000<br>Tls. 30,000                                               | Tls. 718               | Interim of Tls. 5 for 1905                                   | 11 1/2       |
| China Light and Power Company, Limited                                        | 100,000           | 1100   | 1100     | 1,600,000<br>\$1,000                                                   | \$3,799                | Interim of 30 cents for 1904                                 | 8 1/2        |
| China Provident Loan & Mortgage Company, Ltd.                                 | 100,000           | 1100   | 1100     | 1,600,000<br>\$1,000                                                   | \$1,000                | 2s for year ending 31.7.1905                                 | 7 1/2        |
| Dairy Farm Company, Limited                                                   | 25,000            | 1100   | 1100     | 1,600,000<br>\$400,000                                                 | \$95,054               | 2s for 1904                                                  | 7 1/2        |
| Green Island Cement Company, Limited                                          | 150,000           | 1100   | 1100     | 1,600,000<br>\$186,000                                                 | \$7,551                | Final of 1s 1/2 making 2s 1/2                                | 10 1/2       |
| Hall & Holtz, Limited                                                         | 21,000            | 1100   | 1100     | 1,600,000<br>\$10                                                      | \$10                   | 2s for year ending 30.1.1905                                 | 6 1/2        |
| Hongkong Electric Company, Limited                                            | 30,000            | 1100   | 1100     | 1,600,000<br>\$10                                                      | \$2,151                | 2s for year ending 30.1.1904                                 | 7 1/2        |
| Hongkong High-Level Tramways Company, Ltd.                                    | 1,250             | 1100   | 1100     | 1,600,000<br>\$100                                                     | \$2,796                | Interim of 84 for 1905                                       | 7 1/2        |
| Hongkong Ice Company, Limited                                                 | 10,000            | 1100   | 1100     | 1,600,000<br>\$100                                                     | \$5,356                | Interim of 1s 1/2 for 1905                                   | 7 1/2        |
| Hongkong Rope Manufacturing Company, Ltd.                                     | 10,000            | 1100   | 1100     | 1,600,000<br>\$100                                                     | \$11,137               | Final of 30 cents making 1s for the year                     | 7 1/2        |
| Hongkong Steam Waterboat Company, Limited                                     | 15,000            | 1100   | 1100     | 1,600,000<br>\$100                                                     | \$1,185                | Interim of 3s for 1904                                       | 9 1/2        |
| Lane, Crawford & Co., Limited (Shanghai)                                      | 2,500             | 1100   | 1100     | 1,600,000<br>none                                                      | \$31,852               | 3rd quarterly div. of Tls. 21/- paid 15.10.04                | 11 1/2       |
| Maatschappij tot Mijn- en Bosch- en Landbouw- exploitatie in Langkat, Limited | 25,000            | 1100   | 1100     | 1,600,000<br>Tls. 128,210<br>Tls. 19,405                               | Tls. 33,849            | making 20 for Tls. 15 for 1905                               | 11 1/2       |
| Mondon, (E. L.) Limited                                                       | 7,000             | 1100   | 1100     | 1,600,000<br>none                                                      | Dr. Tls. 13,548        | 2s for 1905                                                  | 11 1/2       |
| Philippine Company, Limited                                                   | 67,500            | 1100   | 1100     | 1,600,000<br>\$10                                                      | Dr. P. \$5,510         | None                                                         | 11 1/2       |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.                             | 11,000            | 1100   | 1100     | 1,600,000<br>\$10                                                      | Dr. \$5,513            | None                                                         | 11 1/2       |
| Shanghai Gas Company, Limited                                                 | 16,000            | 1100   | 1100     | 1,600,000<br>Tls. 145,000                                              | Tls. 8,011             | Interim of Tls. 3 for 1905                                   | 11 1/2       |
| Shanghai Horse Bazaar Company, Limited                                        | 5,400             | 1100   | 1100     | 1,600,000<br>Tls. 108,172                                              | Tls. 9,751             | 2s for 1904                                                  | 8 1/2        |
| Shanghai Soap and Paper Company, Limited                                      | 4,000             | 1100   | 1100     | 1,600,000<br>Tls. 25,000                                               | Tls. 6,968             | Interim of Tls. 2 for 1905                                   | 9 1/2        |
| Shanghai-Sumatra Tobacco Company, Limited                                     | 30,000            | 1100   | 1100     | 1,600,000<br>Tls. 24,820                                               | Tls. 1,207             | Interim of Tls. 2 for 1905                                   | 11 1/2       |
| Shanghai Waterworks Company, Limited                                          | 7,000             | 1100   | 1100     | 1,600,000<br>Tls. 170,000                                              | Tls. 17,220            | Interim of 1s 1/2 for 1905                                   | 11 1/2       |
| South China Morning Post, Limited                                             | 6,000             | 1100   | 1100     | 1,600,000<br>none                                                      | Dr. \$3,554            | None                                                         | 11 1/2       |
| Team Laundry Company, Limited                                                 | 15,000            | 1100   | 1100     | 1,600,000<br>\$100                                                     | \$1,000                | 2s for year ending 31.7.1905                                 | 7 1/2        |
| Straits Ice Company, Limited                                                  | 2,000             | 1100   | 1100     | 1,600,000<br>Tls. 15,205                                               | Tls. 1,000             | Final of Tls. 4 making 1s 10 for 1904                        | 9 1/2        |
| Tientsin Waterworks Company, Limited                                          | 2,000             | 1100   | 1100     | 1,600,000<br>Tls. 4,000                                                | Tls. 1,000             | 2s for 1904                                                  | 9 1/2        |
| United Asbestos Oriental Agency, Limited                                      | 9,000             | 1100   | 1100     | 1,600,000<br>\$10                                                      | \$10                   | 2s for year ending 31.7.1905                                 | 11 1/2       |
| Do. (Founders)                                                                | 100               | 1100   | 1100     | 1,600,000<br>\$10                                                      | \$10                   | 2s for year ending 31.7.1905                                 | 11 1/2       |
| Watson, (A. S.) & Co., Limited                                                | 90,000            | 1100   | 1100     | 1,600,000<br>\$10                                                      | \$10                   | Interim of 50 cents for 1905                                 | 11 1/2       |
| William Powell, Limited                                                       | 15,000            | 1100   | 1100     | 1,600,000<br>\$10                                                      | \$10                   | Final of 20 cents making 1s 20 for 1904                      | 11 1/2       |